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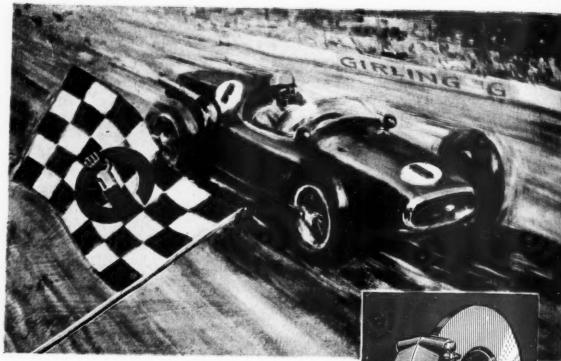
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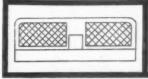
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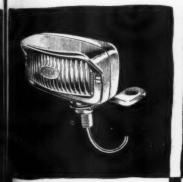
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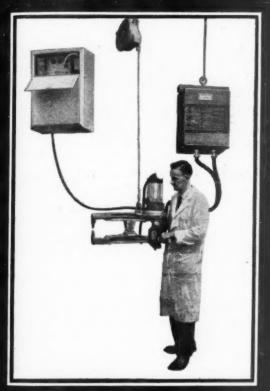
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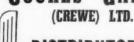
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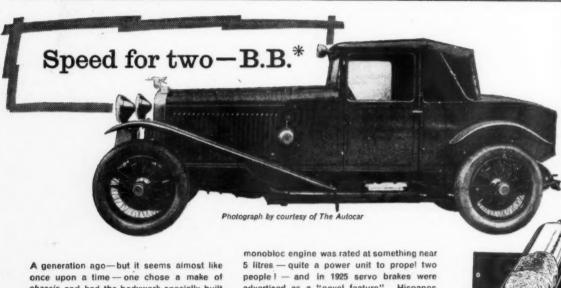
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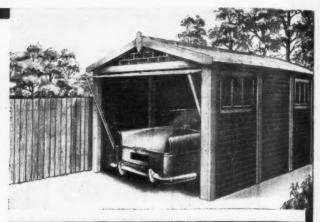
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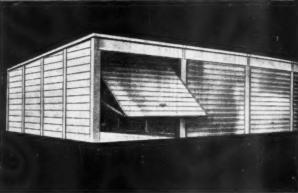
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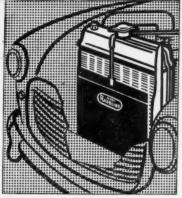
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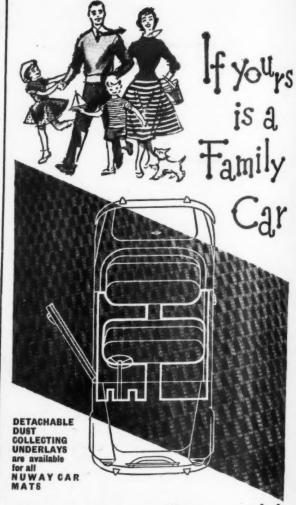
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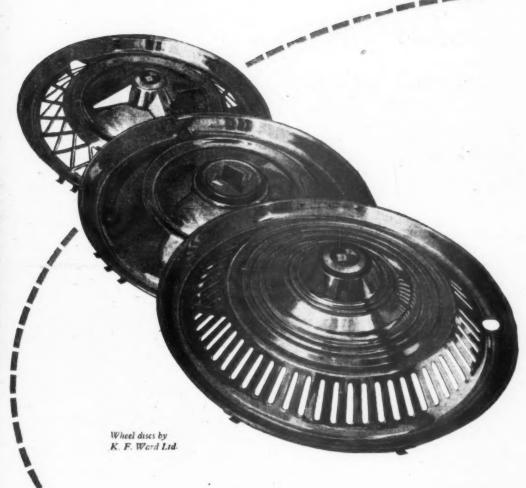
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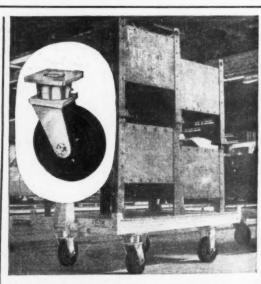
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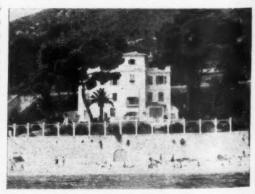
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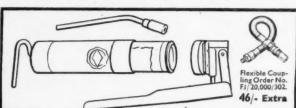


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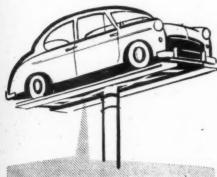




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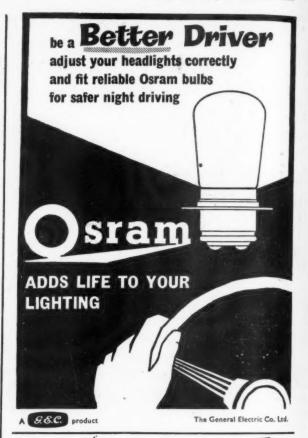
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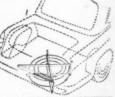
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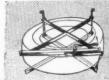
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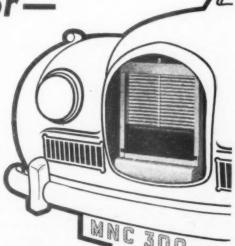
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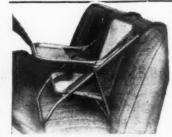
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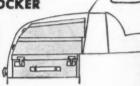
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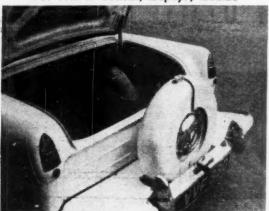


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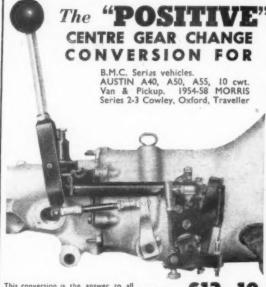
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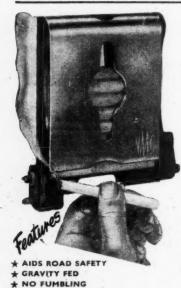


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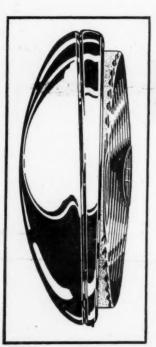
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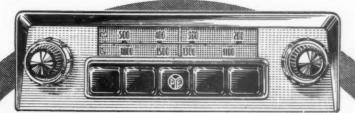
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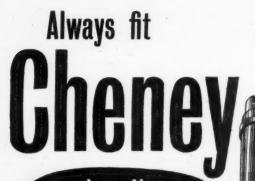
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THE NEW 100
The Rover 100 replaces the highly successful \$90\circ and \$105\circ models and is in fact a development of them. It has even more smoothness than the \$90\circ and a performance comparable to that of the \$105\cdot The Rover 100 has an entirely new 2.6-litre sloping head engine, with a 7-bearing crankshaft first developed for the 3-litre. Front-wheel disc brakes are standard.

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THE 3-LITRE

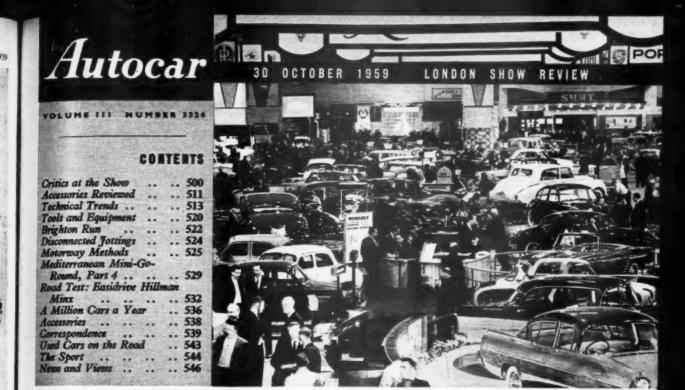
The Rover 3-litre—announced a year ago—won immediate acceptance. No one feature dominates your impression of this outstanding car. Rather do you remember a particularly satisfying sense of balance between its many fine qualities. The 3-litre continues almost unchanged. Front-wheel disc brakes are standard. With conventional gear-box £1715.5.10 (inc. P.T.) With automatic transmission £1864.0.10 (inc. P.T.) The Rover 3-litre-announced

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HE most vital and the most buoyant industry in our national economy." That was how the Prime Minister described the great assembly of Britain's motor manufacturing companies in his show opening speech. And the production figures, export earnings, and future production plans all support his contention.

On the eve of the show, the Duke of Edinburgh had filled in this picture with his reference to "British cars improvng all the time—substantial improvements in economy, in reliability and braking. . . ." He added that the backroom boys had certainly earned their keep, and he felt sure that they had many more improvements and innovations up their

How bright and warming this picture is when one recalls, so short a time ago, the rationing of materials, cars and petrol, and the other shortages—money in particular. But boom times have their dangers. When almost all the new cars that can be produced are ordered or sold in advance, and when major export markets are prepared to take practically every car that can be shipped, there may be less incentive to plan improvements for next year and the one after, and a tendency to underestimate the strength and enterprise of competitors.

No one can be at all sure what will happen to that allimportant United States market for European cars. It is expected to continue to increase, but at a reduced rate. Indications are that America's new compact, i.e. mediumsized, cars may, in 1960, take a bigger share than has been suggested. They will be very competitively priced, will enjoy the backing of huge sales and service organizations and two at least will have for Americans much of the novelty appeal that helps to sell European models. The sheer spread of cars from our own side of the Atlantic may swallow more of the share enjoyed now by British manufacturers. Set-backs such as the American steel strike following on lean years for Detroit could compel Americans to change their policy, and protect their home products with duties or taxes.

Europe itself is problematical as a great market for British cars because they may be placed at a disadvantage by the common marketing arrangements. Senior Commonwealth countries will strive to meet more of their own vehicle needs, but Africa is one in which we feel the potentialities are being underestimated because imports have so far been relatively small. There may be only a gradually increasing demand for cars from Europeans there, and few of the Africans are yet ready for car ownership, but there is a rapidly increasing demand among the big Asian population which British manufacturers should study and try to satisfy.

Suitability

THIS brings us to a second point; times of strength and buoyancy should also be times of greatest enterprise and investment in the future. To cite a particular example: home market specifications are largely acceptable and appropriate overseas-but not entirely so. Fewer rather than more of the remaining export markets will have smooth tarmac roads. Components produced for modern highways may serve tolerably well when factories, stores and garages are just around the corner, but failures may have serious repercussions in far-away places. In spite of the difficulties of multiplication of specifications, and the importance of keeping costs down, British manufacturers should move a step further towards meeting the special detail requirements of the young overseas markets with, for a start, at least one model in their ranges. In the long run, in every market, quality and suitability take precedence even over price.

Editorial Director, Arthur B. Bourne, C.I.Mech.E.; Editor, Maurice A. Smith, D.P.C.; Technical Editor, Harry Mundy, A.M.I.Mech.E., M.S.A.E. Sports Editor, Peter Garnler; Northern Editor, Michael Brown; Midlend Editor, H. C. F. Haywood.

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Having it Good

CRITICS AT THE SHOW

Narrative by

RONALD BARKER

Drawings by

GORDON HORNER





Roman nose retroussé, on the Alfa Romeo Giulietua Sprint Speciale

T seems that the winning election slogan was right. Even teetotallers, so strict that they would not sniff a grape, have been telling us this is a vintage year in the car world. Perhaps 1959-60 may one day be held to mark the beginning of a second Vintage Era, supplementing the cherished period of 1917-30—that of the perpendicular style and big wheel. It was in this high-minded state of humility and adoration before the motoring tycoons from Coventry, Detroit, Billancourt, Turin and Stuttgart that Horner and Barker entered Earls Court on their annual pilgrimage.

Undertaker's ultimate-" They all come to me in the end "



At children's parties during the first Vintage Era, Barket used to go for the best cakes before the bread and butter, just to make sure; the same basic instinct has survived, for he dragged Horner straight to where it said Chevrolet, to see what happens when you put a VW on the rack. First you stretch it backwards a bit by sticking on two more air-cooled cylinders; then, working forwards, you remove the best speed (3rd) from the transmission, and stick on podgy back wheels with more universals and less swing; add a couple of door so that rear seat passengers can make their entrances and exist without contortion, and, finally, hang on the front wheels by wishbones and coils.

When you have finished, call it a Corvair. It will be 20n longer, 64in wider and 74in lower than the VW—lower, indeed, than a Porsche. There's courage for you—selling the U.S. public a small luggage boot of awkward shape that you cannot overload and leave partly open; a flat-aix rear engine with aircooling; and a built-in oversteer—all in one car. The odds are they will like it; if not, it will still look nicer in the drivews than other current U.S. products.

If you buy one, you must promise not to look at the self-tapping screws sticking into the engine compartment, nor worry about that fan belt rushing around corners in two plants. You must carry Airwick for a time to deodorize the synthetic trim, and avoid rushing backwards over high kerbs—it might unseal the rocker covers. A serious criticism is the lack of room for the rear seat passengers to relax and stretch. Home agreed that the Corvair looks as modern as a DS or ID Citrois, although in a more conventional styling idiom. Its lines are very well balanced. Please, when can we try one on the road

By comparison, the compact Ford Falcon seems barren in styling, having none of the zest and sparkle of the British Zephyr on an adjoining stand. Indeed, it looks more like a product of a recently industrialized People's Republic than of the wealthiest, most highly developed country in the world. Horner wondered whether the parent Ford Company in America had lost its styling nerve after the downfall of the Edsel. The Falcon has conventional mechanical constituent and, its engine being smaller than the Zephyr's, its road performance would be less agile.

The compact Valiant by Chrysler, which arrived last Saturday, is a strange but not unattractive mixture—rather than blend-of U.S. and Continental styling. Although only fractionally longer than the others, it has much more space inside, as well as a bigger engine and more power. It is extremely low-built, the wing lines running into the doors inches below the waistline. In the boot lid pressing is what looks like a spare wheel cover—simply a styling relief, the wheel being tucked under the wooden panel in the boot floor. The engine least over to the driver's right and is fed through a bunch of bananas. Very non-U in America these days is a gear lever sprouting

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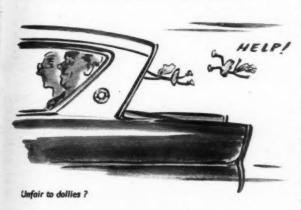
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from the floor and shaped rather like a question mark. Electricians are discussing its alternator (in place of the more usual direct current generator)-light in weight and giving a strong output at engine idling speeds, so that you can keep everything switched on in a winter traffic jam.

Once or twice, on American stands, after peering over the exhibits for some time, we still had to look up at the stand sign to discover the breeds. On many the decorative symbols of rocket and jet are still there; the external preoccupation with Outer Space is not always balanced, however, by a proportional appreciation of the need for Inner Space, passengers being sacrificed to luggage capacity. American seat cushions are usually shallow fore and aft, to give an illusion of more kneeroom than there really is, and head clearance is often inadequate.

Horner guessed that the days of the U.S. Dreadnought might be numbered, and that, like dinosaurs of primitive times, they will gradually give way to smaller and more adaptable vehicles. After all, they are built for circumstances which no longer exist -wide open roads and unlimited areas for parking.



There is, indeed, a trend towards more conservative outlines. Not only have some of the fins disappeared or been laid horizontal (as on the Chevrolet), but more thought obviously has been given to the practical aspects of design. Thus the sharply wrapped screen with dog-leg corner is on the way out, as may be seen on most of the Ford and all the Chrysler range including Plymouth, Dodge, de Soto and Imperial. General Motors' ranges in general have adhered to the dog-leg. A Continental convert to this style is the Auto Union 1000;



. . . only the flowers change

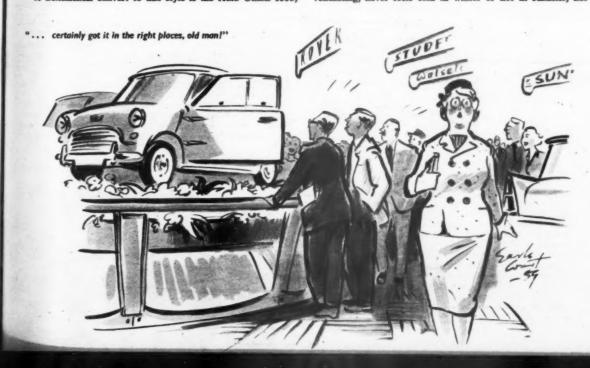
the innovation has thoroughly spoiled the lines as seen from the flanks, as well as adding to the blind area of the screen during wet weather. In contrast, the little DKW Junior is bright and attractive, as well as having quite one of the largest luggage lockers on any small saloon-full advantage being taken of the absence of a rear axle. Look inside the DKW and you will see evidence that Germans will not usually put up with little utility seats in even their smaller, cheaper models. Human beings who buy small cars are just the same as those who buy big ones, so they need the same size and shape of seat, even if it cannot be so thickly padded or so richly trimmed.

Similarity between radiator grilles of the DKW Junior and Ford Anglia De Luxe must be entirely coincidental, but is nevertheless remarkable. Your critics prefer the cheaper Anglia's smaller, less flashy grille, which bears a pleasant family

resemblance to the Zephyr.

Many motorists must be debating whether to buy a front-drive B.M.C. baby or the new-style Ford Popular (old-style Anglia), of which the basic prices vary by only £2. The choice must be one of personal preference, for each has its special attractions. If the Ford looks more like a real motor car, the Morris and Austin certainly behave much bigger than they look, and are deceptively roomy inside. The Ford may be rather less economical on fuel, but the B.M.C. cars, with their little wheels, lie rather close to the ground and are less easy for elderly people to leave. You will have to decide for yourself, and it will not be easy.

Incidentally, both the Popular and the basic B.M.C. babies have cloth trim, the Fords having a thick, carpet-like pile. As well as giving one a better grip against side forces, cloth is selfventilating, never feels cold in winter or hot in summer, nor



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Having Good...

What's behind the Iron Curtain? Something rather Volga, perheps

does it shine the clothes; so, even if you don't like the look of it so much, you may find it more comfortable as well as reducing your clothing bills. One-time owners of the earlier Austin Seven should feel at home in the new one—with its rather upright angle of the steering column and the use of wire pulls to unfasten the door catches.

Discussing the æsthetics of the new Ford Anglia, Horner said he liked the reverse rake back window because it enabled the stylist to design rear quarter windows of an exciting shape; it also discouraged owners from using rear windows as showcases for dolls and stuffed pets, although the sticker brigade could still operate here. From the driver's point of view, the front floor is too high in relation to the pedals and seat, seemingly an extraordinary mistake for a firm with such resources and experience. Why, too, has the wheel track been reduced as compared with the previous Anglia, imposing apparently obvious limitations on the car's roadholding abilities?



Triumphs have a bold and attractive display of Heralds, including a show-finished chassis revealing the box section separate frame, all-independent suspension and the use of aluminium castings for clutch bell-housing and gear-box casing. One advantage of the separate chassis is that the car should not deteriorate structurally with age in the way that the monocoque type does, once corrosion sets in. Owners who do their own maintenance like the Herald because, in the first place, it requires no greasing and, secondly, they can reach almost everything mechanical beneath that one-piece, forward-opening bonnet—a practical legacy from sports-racing car practice.

If the car's little seats are rather spartan, at least its driving position is first class, even for the long-legged. The same

remarks apply equally to the Standard Vanguard and Ensign, so perhaps there's a band of real drivers laying out these thing in Coventry. When the first Heralds came off the line there was criticism of detail assembly and finish; as production increases, so the quality is improving in proportion. The Hends saloon on a roundabout has a continuous, illuminated commentary on its virtues running through the rear number plate, Piccadilly-style. Horner recalled, rather inconsequentially, that this was the youthful invention of a certain gentlement from Leeds who later went to the gallows for dropping old ladies into acid baths.

Next we visited the Austin-Healey stand, and just as Honer was making cold-blooded remarks about the frog-like expression of the Sprite, Donald Healey himself came up and explained how his North American customers had grown to like the Frog Look and had begged him not to recess those goo-goo eye. He told us the supercharged version (blower by Shorrock) is now progressing well, and has a maximum speed of around 94 m.p.h. On a pedestal is a special supercharged Sprite engine, as used in the recent record runs at Utah. In this, 86 b.h.p. is squeezed out of 948 c.c. at 6,000 r.p.m. Most of its set bolts and nuts are wire-locked together—even the cylinder head nuts.

A stocky figure carrying a cloth and a tin of polish strolled over to the little plot occupied by the formula I Cooper racing car. It was, in fact, John Cooper—this season's winner of the World Championship for constructors of formula I and formula II racers. The most successful and gifted designed constructor of racing cars in the world today, he is not one scrap less modest or approachable than he was when Cooper Cars began 13 years ago. The car displayed is that in which Brabham won the British G.P. at Aintree, and later inverted in Portugal. It is as beautifully panelled and finished as many special Show cars, and Horner commented on how the shapes of functional racing cars, where only aerodynamic problems

Through the French window—a new instrument panel for the Citroen DS19



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arose, were often much more pleasing than the professional guists' creations.

Nearby are three Lotus Elite coupés, which have done more than any other Lotus product this season to sustain the marque's competition reputation. These are becoming much more habitable, the standard of trim and general finish being much improved. The new arrangement with Bristols to mould the bodies should get the production line moving faster.

Although unchanged this year, the Swedish Volvos are worth a long look, as the products of a highly industrialized and sophisticated people. There are two particularly interesting aspects: First, the unusual attention to passenger safety within the car; secondly—where do all the 85 horsepowers come from—the ordinary little pushrod o.h.v. 1.6-litre engine having a presumably long-life rating? Lots of engineering people would like to leave this.

Two rivals who have crossed swords during past months are on adjacent stands—the British Berkeley and the Italian Abarth. The Berkeley which had competition success in Italy was, of course, the three-cylinder, two-stroke-engined model, now replaced in production by four-stroke twins of Royal Enfield manufacture. Now the Berkeley has a large square intake orifice in the nose looking like some factory heating unit—functional, a little aggressive perhaps, but why not? The four-seater cars introduced last year are discontinued, the long chassis with

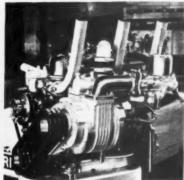


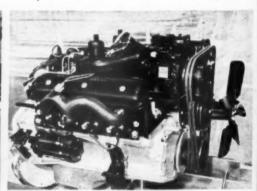
These mesmer-eyes: "Say, haven't we met somewhere before?"

nothing nationally Russian about it—not a tinge of styling enterprise, nor any other token of its origin. We would scarcely expect a miniature Kremlin with onion domes on the roof, but surely there must be a spark of original thought in that vast collection of lands. Spotting a leaping stag mascot on the Volga's bonnet, Horner said this token of bourgeois sentimentality seemed out of accord with Marxist doctrines.

Two Sunbeam Alpines, in black and in white, next drew the artist's eye-which was the best colour for the shape? He







Lift: Reheat an optional extra? Behind the twelve-bladed fan is the 250 b.h.p. Jaguar XK150S engine. Centre: Who worries about noise? Let's have more and more power! (86 b.h.p. from 948 c.c.—the blown Austin Healey Sprite). Right: Hush! Hush! Whisper who dares! Rolls-Royce vee-8 of 6.23 litres. Note the belt-driven refrigeration unit mounted high on the right

wider track now carrying two-seater bodywork and termed the QB95, or QB105 if fitted with a more potent engine. It has more leg room than the short-chassis car, separate bucket tats and a huge luggage boot with exterior lid; this is primarily a long-distance touring Berkeley.

Dominating the Abarth display is a streamlined Monoposto, which recently covered 10,000 miles at 73.89 m.p.h. with an eagine of only 500 c.c., painted in dazzling yellow with green, white and red Italian streaks along its flanks. Horner said he expected any moment Billy Smart would come along and order a few dozen to put on his roundabouts. The high tails of the little coupés give them an urgent, hurrying look, and we were glad the unique double-bubble top had been retained for one type. Exciting for sportsmen is the red Record, Monza coupé, with an 850 c.c. twin-cam engine having two twin-choke carburettors feeding straight down into the middle of the head. Neat on these cars is the transparent plastic shrouding for the recessed head lamps, a feature which more production sports car manufacturers might adopt. A little convertible two-seater appealed as one of the gems of the Show.

Suddenly we found ourselves looking under a bonnet at a notice: "To clean filter, daily move handle back and forth 15-20 times." We looked up and found our heads were right under an Iron Curtain with the word Volga on it, and thought how practical were the Russians to fit a disc-type oil filter. The car looks rugged, has very fat tyres to absorb the shock as it goes up and down the Steppes, and its finish is quite reasonable by European standards; yet we regretted that there was

thought white looked too feminine, but then, as Barker said, the Alpine is not a particularly masculine car. Horner then remembered that his mother-in-law, who is very feminine, always buys black cars because then ahe has no difficulty in matching her dresses to them. Moreover, he said, it was a link with the past for this company, since the famous old Sunbeam motor cycles were very black indeed.

We agreed that Rootes have a knack for display, the Humber stand being particularly well presented, with attractively coloured cars, well lit and nicely made; there was always a large cluster of people around them. The Humber is a sound, middle-class car, and its lines and equipment obviously suit the tastes of the sound, middle-class British.

After this we went all foreign for a spell, first to see the new Mercedes 220; half the attraction of this car is dynamic, so that it loses something as a purely static exhibit. Barker criticized those large, ugly glasses over the head lamps, but Horner thought it was time to abolish round head lamps for square cars.

Inside, the leather-trimmed seats are not so resilient as one finds in British cars, and some of the colouring and décor is a bit stern and forbidding. Nevertheless, attention to detail is evident everywhere—even the window winders have soft pads recessed in their levers, and rubber knobs. Not so clever are low-geared knurled wheels to open the front quarter lights, which take about 10 sec to open or close through 90 deg. On balance, we thought the Mercedes less inviting inside than its British rival, the 3-litre Rover. Mechanically, however, it can claim a superior performance with a smaller engine, together with

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exceptional standards of mechanical refinement and of handling. On the Fiat stand the 1800, with a squared-up roof treatment somehow remniscent of a Victorian carriage, impressed with the quality of its interior as compared with previous Fiats; nevertheless, it still does not compare in taste and quality of material with, for instance, the B.M.C. range of fifteen-hundreds. Here is another car smelling strongly of synthetics. Under the forward-opening bonnet (a safety feature) is a tidy layout set off by a polished valve cover and nylon fan. Two inspection lamps are lit automatically when the bonnet is opened with the side lamps switched on. Somehow the little 500 with its rounded contours now looks curiously antique, despite an up-to-date mechanical specification. Neither of us liked the texture of the trim, nor the contours of the sents in the 1100 saloon, which also suffers from inadequate head room in the rear compartment.

Panhards still have forward-opening front doors, which will soon be illegal for new models in France; the same remark applies to the 203 Peugeot. Several other cars have forward-opening rear doors—Rover 80 and 100, Facel Vega Excellence, Lancia Appia saloon among them. Both Facel Vega and Lancia have no centre door pillar, a desirable feature which must die when the new regulations become law.

Reverting to Panhard, here is a car with character in mechanical design and appearance, but what appeals to the French is not so popular elsewhere. Interior décor is tawdry and ornate, and the synthetic smell is there again. Although this is advertised as a six-seater, the back seat can really only hold two, and for these there is little knee or foot room. It has a quite enormous boot, which is now very easy to load.

Your critics are both agreed that the Citroëns DS and ID are still way ahead in appearance without being grotesque, although they appreciate that not everyone shares this view. In addition, of course, they cannot really be matched at any price level for comfort. Kirwan Taylor has styled that delightful little plastic Rijou coupé on the well-known 2 c.v. chassis. Perhaps its looks are a little deceptive in that its level maximum is about 50 m.p.h., and it appears a bit incongruous when the front wheels cant over steeply on sharp lock; but here at least is a competent response to those in this country who hitherto voiced disapproval of the little car's somewhat uncivilized appearance—especially if the high standard of moulding and fit of doors and bonnet can be maintained in production.

Looking at the Daimler SP250, Horner said rather obtusely how lucky it was the makers had chosen to use a plastic body, for it would be so easy to reshape the moulds. Barker thought we ought to be kind to Daimler, because they are trying very hard now and have produced two of the best new engines in the country; also, the styling of the Majestic and Majestic Major was elegant and well-balanced, so perhaps they would work the SP250 into shape. But how incongruous the traditional caligraphy of the Daimler badge looks on the modern droop snoot

It seems to us that the Alvis Graber 3-litre has spent too long in the incubator and, now it's hatched into production, has become rather dated in style and mechanical design. Somehow, too, the delicate touch in Graber's original concept has been lost, and there seems to have been no attempt to curve and pad the interior for passenger protection. After trying the rear seat, Horner suggested we should soon need to breed a race of flatheads for passengers. Incidentally, what is the solution to the problem of sun visors on convertibles? On this type of body they are needed to protect against glare above the top screen rail as often as below it. A soft, translucent plastic visor, sup-



An oddly Victorian air—the Flat 1800

ported on a wire frame and easily removable for stowage in a door pocket, is one suggestion.

On the Morgan stand, broadly speaking, only the flowers are changed each year. We have grown accustomed to this, and a major change in the car would be almost a desecration after so many years. While a ready market still exists for it, why change? No Frazer-Nash this year, and no Allards; no Lagondas, either, but we have been promised a new one of these one day—next year, perhaps, Mr. Brown?

A perforated cliff front looks a bit out of place on the A.C. stand, on the occasional four-seater, especially as the normal Ace and Aceca treatment is so harmonious, but otherwise the new model is attractive, and we look forward to sampling its coils-all-round independent suspension. Horner took one look at the Ace hardtop in black and white and decided that this was his 1960 car—in fact, it was all Barker could do to stop him leaping into it and driving it straight off the stand. Here, be said, was a hardtop which really blended with the main body shell to look homogeneous, whatever that means. Inside he liked it, too—nothing superfluous or flashy, but all one needed to drive

Luxurious lebensraum for Teutons, in the Grosser Borgward. The armrest is unattached, and trim is in fine cloth



THE AUTOCAR, 30 OCTOBER 1959

I Good ...

Dollar convertible—the



a very fast car comfortably. Bristols supplement their standard siloons by Jones with a dashing red coupé by Zagato, but it's not one of the Italian's best efforts in either style or detail finish. Homer took particular exception to the heavy chrome strips along its flanks—one of his special bêtes noires. All Bristols, incidentally, are fitted with Marchal head lamps.

Looking round the Renault Dauphines (no 750s or Frégates this year), Horner said even cheap cars were becoming so orously decorated inside these days that people like him with scruffy old sports jackets and oily trousers looked out of place in them. Dauphines have very good seats now, but it's a pity the front wheel arches intrude so much on foot room. Criticisms of the 2.4 and 3.4 Jaguar saloons have been the thick window and screen pillars, and consequently rather claustrophobic interiors, and the placing of the instrument dials in the middle of the facia where you could not read them at speed. In the new Mk 2 versions, both shortcomings have been completely eliminated, and the new types are enormously improved. The interiors are now light and cheerful, and allow rear seat passengers a much better view to the sides; the new layout of estruments and controls is beyond criticism. When you are in overdrive (with manual shift), an illuminated sign tells you so, and when you switch the lamps on, the sign is automatically nmed. Another lamp indicates either that the handbrake has been left on, or that the brake fluid reservoir level is dangeronly low. Horner wondered whether it wasn't time that Jaguar introduced brighter colours, but Barker thought that this would be out of character with the firm's tradition and market.

Wild Horners could not keep Barker away from the Lancia stand, where sporting fixed-head versions of the Flaminia replace the classic Aurelia. One is a full four-seater by Farina, the other a two-seater by Touring—both supremely elegant and finely faished. In the Lancia tradition, sports Flaminias have handbrake and gear levers as rigid and functional as steam engine controls. Apparently the Farina car may be seen in Turin with right-hand drive—but the conversion was not ready for Earls Court. Appias are expensive, even in Italy, and the four-door saloon now looks rather dated and undistinguished; but the

special-bodied sports versions look right up to date and altogether tantalizing.

Next door to them are the Best Cars in the World; here the new Rolls-Royce vee-8 engine is naturally the centre of interest, exquisitely engineered and finished, but somehow less impressive outwardly than the in-line sizes which this great company has made for well over 50 years. Signs of the times on this unit are belt-driven pumps for air-conditioning and powered steering. Incidentally, Rolls-Royce and Panhards are probably the only makers who still earth the negative terminal of the battery. With its very long wheelbase, the Phantom V is truly magnificent and will surely please American customers by matching Cadillac, Lincoln and Imperial for size. Although Rolls-Royces and Bentleys are way beyond most pockets, even the meanest of us must be glad that vehicles of such engineering quality are still a commercial proposition, so that there is still a place in the world for craftsmen.

If you can pay several thousand pounds for a car, it's as well to have one large enough to carry at least three friends in it. The only way to do both things in France is to buy a Facel Vega Excellence. Although it is not new, this is its first visit to London. Horner wondered how it might look without that dropped waistline, which, he thought, gave it a slightly broken-

Aston Martin proudly display the DBR1-300 which won at Le Mans—one of the victories which helped them to gain the World Championship for Sports Car Constructors this year, an honour brought to this country for the first time. This year one of their production cars, the DB4 G.T., probably has nearly as much performance as the sports racer. It is the most powerful and fastest production car in the Show, with 331 b.h.p. under the bonnet. With an appropriate final drive ratio it has a top speed of about 170 m.p.h.—much more than your critics could cope with, unless someone would send them to Utah with it.

Tucking away the Peerless exhibits behind some pillars was a crafty move, because their display colours this year are quite beyond the pale and out of character with the hairy nature of the car—one in a sort of matt bronze and the other in effectionate,

Snap! Who thought of it first-the Ford people for the Anglia De Luxe, or the DKW stylist for the Junior?









506 THE AUTOCAR, 30 OCTOBER 1959

Having it Good...

Chryslers having thrown away the awkward dog-leg screen pillar, DKWs have inexplicably adopted it

novelettish lilac. Really, we couldn't stand too near them in case our friends saw us, and we must hope for something in better taste next year.

Before visiting the special coachwork section, we saw two curious things; first, a lot of bits and pieces lying about on one stand as though the maker hadn't had time to put them together before the Show opened; then we realized it was the Fairthorpe, which can be supplied as a kit of parts. At least it is the cheapest way to go motoring with a Coventry Climax engine. Secondly, there was a Volkswagen which had obviously skidded into somebody's garden and landed on convenient pillars just over the goldfish pond. This allowed us to look underneath and see how neat and clean it all is, whereby the Volkswagen gets its reputation for travelling with impunity over unmade roads.

Of the really famous old carriage builders, only James Young has so far escaped a take-over, Park Ward and H. J. Mulliner having been absorbed now in the Rolls-Royce group—not that that need cause them to lower their sights.

Although that enormous velvet green Rolls-Royce limousine by James Young is termed seven-passenger, it could easily hold nine including the driver, the two folding occasionals being deliberately wide enough to carry three abreast. Being decent to the chauffeur in front of the division is, in our opinions, one of the more important aspects to be considered these days. Chauffeurs are not all dwarfs or retired jockeys, and if you want them to drive beautifully all day, you must seat them properly; otherwise they may become cramped, restless and bad-tempered, and there lies danger. Youngs told us they have fitted adjustable driver's seats to all their cars since 1938.

Their body designers have achieved grace and style on these great cars without a tinge of gawkiness, and the panel-beating is beyond reproach. Pride of the H. J. Mulliner stand is, perhaps, again the superbly elegant Flying Spur four-door saloon, now on the new Bentley vee-8 chassis, while Park Ward have worked a very graceful convertible on to the same base. A point of interest is that last year's trend of fitting safety belts for

back-seat riders in cars of this class seems to have faded out, presumably because they were not well received; a pity, for they would be of real value to sleeping passengers in an emergency stop.

Among their other exhibits Hoopers show a rather slab-sided, black Phantom V which is an undertaker's dream, and a sort of gran turismo saloon on the 2½-litre Daimler vee-8 chassia. Although the latter is said to be a four-seater, the back seat cushion is too horizontal for comfort and, as with most of its kind, there is far too little head room. A good design feature is that, in place of wooden mouldings below door windows, the leather trim is padded and brought right over the sill and up to the glass. Externally, there is a lethal-looking peak above each head lamp, and raised edges running along the roof sides have dispensed with the need for guttering. An enterprising effort which, in our view, is not fully successful, this car even has its own special radiator grille. This is, rather sadly, the last time Hoopers will be seen at Earls Court, for the old business is closing down shortly.

It was unfortunate for the Pressed Steel Company and Vanden Plas that their Rover 3-litre and Austin 3-litre should be in juxtaposition either side of an aisle, for at a quick glance they look very alike. Perhaps the Princess, with its lower waistline and more slender grille, comes off best.

Harold Radford is there again, with his elaborate Countryman conversions for Rolls-Royce and Bentley providing endless scope for demonstration by his staff. Once more we noted that long tube below the door sill of one Bentley for carrying fishing rods. There is practically nothing you cannot do in one of these cars: wash, brush your hair, drink, eat, make Espresso coffee, sleep, draw, write, administer first aid—even clean your

After all this, your critics thought they had really seen enough for one day, and strolled out of Earls Court thinking how nice it would be now to wash, brush their hairs, drink, eat, have Espresso coffee, sleep, draw, write, even have some first aid administered—but not to bother about cleaning their shoes again until next year.



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"To say that I was embarrassed, old boy, would be the understatement of the century. There we were, an hour late in spite of some extremely snaky driving, and what happens? The Field-Marshal chappie opens the door, and it begins to rain big-ends and things. Never saw such a mess. Cynthia's gone back to her mother and says she won't come home until I've fixed up a Stunner Four-Point-Five through U D T. On credit of course, old man; the only way."

AUTHOR'S NOTE:

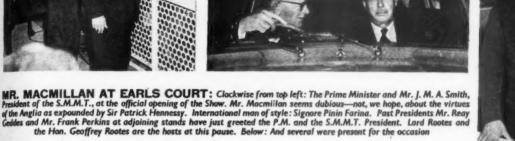
UDT alone operates
the official credit plans of
Aston Martin Lagonda, Austin,
Daimler, Jaguar, Land-Rover,
MG, Morris, Riley, Rolls-Royce,
Rover, Standard, Triumph
and Wolseley.

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WHISTLE STOPS...













Chrysler's Valient, with an original Europeen/American compromise of style, was a late-corner to the Show. The third of America's compacts, it has a 2,782 c.c. 6 - cylinder engine. Automatic transmission is optional

Below: A 2.2-litre cor with outstanding performance and engineering, the latest Mercedes 2205 also has much crisper lines



SHAPES AND STYLES





An Earls Court surprise, the Citroen 2 c.v. Bijou has a plastic body with several features reminiscent of the bigger ID and DS models

Right: A frustrating display for British motorists —Lancia's desirable Flaminia and Appia models are beyond the means of most pockets. In the background may be seen a jensen 541



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Above left: Hoopers built this angular occasional four-seater prototype body for the Daimler SP250. The finish and materials are of high quality Above: The Austin

Above: The Austin
A.40 with Farina styling is now offered
in estate-car form
with self-supporting
hinged rear window.
The lower door has
been provided with
substantial supports

Left: Rare in England, the lively little Abarths find favour with all who try them. They have Fiat-based engines and mainly Zagato bodies

XI





Daimler V-8 SP250 with detachable hard top

Above right: Zagato's shapely body for the Bristol 406 has very little tail overhang and slender bumpers

The Triumph Herald coupé—a Measure to drive—for which special de luxe equipment is introduced





A little room in the back of the Citroen (ID19) Safari

Ford's magic carpet, which rippled the New Anglia into the public eye

Left: Good cause for a sideways glance; the cutaway Austin Seven



LES INEVITABLE GIRLS...

... CHARMING AND WELCOME ADDITIONS TO THE COLOUR AND

GAIETY OF INTERNATIONAL MOTOR SHOWS



Minxes all, no doubt

Left: You're all right, Jack Brabham, with Miss (Penny Coelan) World

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Dauphino-wahs: Caroline, Nesta, Sara, Jill and Maureen Left: Born with an Osca under its bonnet, a new Flat 1500 coupé

EQUIPMENT

Steady Progress in the Quality of Accessories

In the accessory galleries at the London Show, the keynote was not the new gimmick or gadget, but steady technical development of Britain's enormous range of ancillary equipment.

The introduction by Lucas of a future development, sealed beam head lamps, was important. Auxiliary lamps on this principle were shown by Eversure and Autocar Electrical Co. at the previous Show. A glass reflector, with suitable coating, and the glass lens are united into one piece, containing inert gas and the filament; in fact, the whole lamp is a "bulb." In normal lamp design, good frontal sealing ensures that dirt and water will not enter, but the breathing in and out of air with hot and cold states does finally end in tarnishing of the reflector.

Bodies of fog lamps grow yet more shallow, and the leading makes are providing alternative mountings, at the back instead of the bottom. Adustments are of the old nut-locking kind as a rule. Notek's fine-screw adjustment, which critically adjusts the height of a flat-topped beam, is something better.

Harold Radford had a most ambitious fog-lamp control in their Rotaflare, operated from the cockpit, and swivelling a pencil beam lamp at the front of the car through a wide arc. In severe fog, this ability to scan could be valuable.

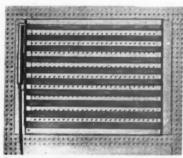
Marchal no longer have or showed their Telecode remote control for lamp adjustment up and down.

The heater makers, of course, had been busy bringing out new versions for the 1960 small car crop. Wingard were new-comers to the fresh-air heater-ventilator. Their model is one-piece, with fan motor and radiator in a cylindrical container. An efficient finned-coil radiator is used.

It was pleasing to see instruments in general with black faces and big, legible letters—a reversion to past practice which is welcome. Renewed interest in rev. counters was reflected by the new Smiths-Jacger electric model, the Key-Leather Record ignition-operated instrument, accurate, and easy to install as an accessory; and the entry of Crypton, the test-instrument makers, into this field. No additions to the very accurate pneumatic liquid-weighing oil and fuel level instruments were noticed, the Barnacle oil tauge and the K-L Drager petrol gauge (for VW) being about the only ones.

Remax have adopted the Sovy avarning for hydraulic brake fluid level. It is a new cap for existing reservoirs; it has a float, and a sealed contact, which operates a red warning lamp on the facia if fluid level is getting dangerously low.

There are many radiator blinds, but the mechanical shutters introduced by Eversure were something new to accessories; they are cable-operated from the



Eversure radiator shutters. The springloaded control on the left has a sheathed cable to the facia



Brushed nyion seat covers (Karobes) Right, above: Rotaflare fog lamp with swivelling reflector and beam Remax level-warning cap for brake fluid reservoirs. The facia red lamp is on the left

Below: Brightened aluminium hardware for cars (London Aluminium), as supplied to car makers. The stand beyond is Wico-Pacy's



Wingard's fresh-air heater. The unit, cylindrical and containing all the "works," is compact





XU





Magnatex Continental wing mirrors



Among the discs of Cornercroft ("Ace"), the centre one is for Austin Seven and Mini-Minor



Lucas Ranger long-range and Fogranger foglamp—new models designed for the most accurate light control

EQUIPMENT...

facia. A thermostatically controlled set would be rather nice, but would be expensive, no doubt.

A de luxe version of Venetian blinds for rear windows, evolved by Broadfields Engineering, was very well made. The control raises or lowers the slats completely, as if they were an ordinary blind; and the-same control goes on to adjust slat angle. The use of nylon sliders for the end of the slats in their channel



Marchal Univisorim driving lamp with back mounting. It can contain side lamp and winker, and can be fitted into a side-lamp socket in the bodywork

Below: Lexington lap strap of reinforced nylon. The buckle control is easy and quick to operate



ensures silence, and freedom from need for lubrication.

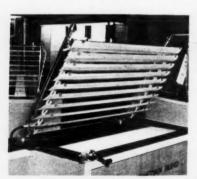
Styling additions or embellishments did not seem to be so prominent on stands this year, perhaps because cars are growing gayer of bodywork. Bonnet motifs, stars, portholes and that sort of thing were little seen. But some of the exterior mirrors are becoming quite elaborate. In wing mirrors there is much value in some hooding, such as that used by Magnatex. It can keep off light rain, and also make the mirror frame more rigid. There are few fixed wing mirrors; the spring-back kind, pioneered by Desmo and now so general, is much less liable to damage by careless passers-by.

Both Cornercroft and K. F. Ward

Both Cornercroft and K. F. Ward showed new wheel discs for the Mornis Mini-Minor and Austin Seven. These are small, quite plain cars, with their little wheels right out at the corners, where they should be. The embellishment of bright louvred discs may be a very good one for this model.

Seat covers exhibitors, of whom there were many, were not as in past years bothering much with some sensational material for show purposes; the emphasis was more on strong, elegant and durable materials. It was thought that a new kind by Karobes may become popular. The centre panel of seat and squab is formed of a soft, brushed nylon material, with a built-in diamond pattern. Under this is a soft layer, then clear plastic, the special job of which is to refuse to stick to p.v.c. seats or to allow dust through. These covers do seem to provide a soft though thin overlay for seats, and should be comfortable.

In the past few years, we have seen first the tyre stands emphasizing special treads for more grip, then the putting of more grip into ordinary tyres. This year, there is much emphasis on sustained cruising speeds, at home and abroad, especially with the heavier fast cars. A sports or sports-racing tyre may be rather light, in terms of wear, on a heavy car; and a heavy tyre vulnerable at speed. As we have but one motorway as yet, it was good to see the tyre companies already tackling the problems.



De luxe model of Broadfields Venetian blind. The control raises and lowers the whole thing, and also adjusts slat angle

Below: Version of the Delaney Gallay Good Companion heater for Austin Seven and Mini-Minor



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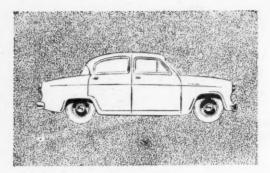
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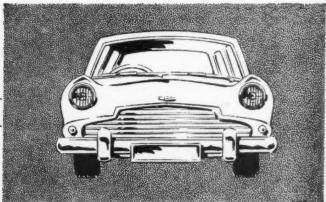
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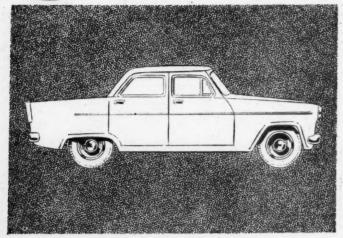
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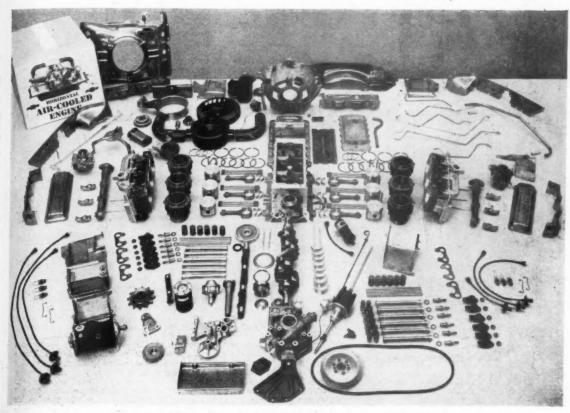
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A Significant Year Surveyed



Chevrolet Corvair air-cooled engine exploded to display its component parts

THIS passing year will be a memorable one from many aspects, but from none more so than for the achievements of the automobile industry. British manufacturers, particularly, have shown a courageous approach to many common problems, each with a different solution, with the result that design is passing through a scintillating phase.

If a general trend can be detected, it is towards cars having a smaller envelope, with increased passenger accommodation. In America, motorists are clearly beginning to tire of outsize cars in which passenger space is often cramped and out of all relationship to the overall bulk, and, of increasing importance, use far too much fuel. Whether the answer to this problem will be found in the Chevrolet Corvair, the Chrysler Valiant or the Ford Falcon only time will rell.

To me the Corvair is certainly the most interesting technically, but whether its air-cooled rear engine, resulting inevitably in considerable oversteer, and rather meagre luggage space at the front will be more acceptable than the more orthodox Falcon and Valiant is the answer which the Detroit top brass await. Initial reaction to these compact cars is more enthusiastic than the manufacturers estimated. Chevrolet expected to sell at a ratio of 1 in 5 of their normal lines, but initial sales figures indicate that over one-third are in favour of the new smaller car. Ford have already stepped up their production, but it is yet too early to assess the reaction to the Valiant, which was released publicly less than a week ago.

Surveying the European scene, it is quite obvious that the days of the small, unrefined miniature cars are over. Many reputations and a lot of money have been lost in trying to provide motoring for the masses at the lowest possible price. In the immediate post-war years, a number of concerns with insufficient financial or technical backing had varying degrees of success. As the big manufacturers turn their attention to this

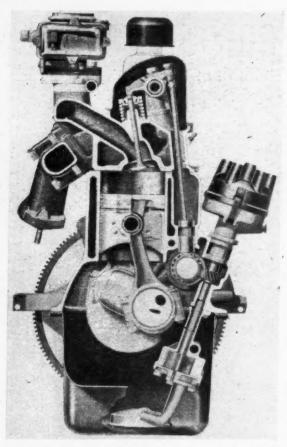
AN APPRAISAL OF TECHNICAL HIGHLIGHTS IN ENGINES, SUSPENSIONS, TRANSMISSIONS

By HARRY MUNDY

A.M.I.Mech.E., M.S.A.E.

market, these small organizations are doomed, and much as one regrets seeing them go to the wall, the overall result must be beneficial to British reputations. Quite simply, if a small car is to be a commercial success a great deal of capital investment is required to provide the necessary standard of engineering to reduce weight and cost.

Wealth is increasing throughout the world, in some places at a far greater rate than others. Hand in hand with this must go an ever-increasing demand for cars. Even in the smallest category, the minimum requirement of a family saloon is four seats, and the rear ones must be capable of accommodating adults. This lesson was learned by the Fiat organization when the 500 was introduced and met with a poor reception. It was not until the roof line was raised and more leg room obtained by providing foot wells in the rear—modifications introduced at the Geneva Show in March this year—that the car began to sell in any quantity. Similarly, the small rear-engine two-stroke Goggomobils are being outstripped by the larger 600 and 700 series with the engine at the front.



The size of the car, and the amount of passenger space which the designer provides within the envelope, influence to a large degree the choice of engine position. There is, however, far from unanimous agreement on this point. There is also no strong bias towards water- or air-cooling, for there are examples of each at either end of the chassis. Chevrolet, in changing to the rear engine for the Corvair, changed at the same time to air-cooling, but in Germany Lloyd, who have always used the front

A Significant Year . . .

The new Ford Falcon engine has a stroke to bore ratio of 0.71 to 1. Clever foundry methods enable the induction ports to be cast integrally with the head, and thus reduce machining costs

engine front-wheel-drive layout, while retaining this feature for the Arabella, use water-cooling for their new horizontally opposed flat-four power unit. And B.M.C. have, of course, retained water-cooling in their f.w.d. design.

Among the new American engines there are some very interesting technical features, even if the widely prophesied swing to aluminium cylinders has not yet come to pass. There are, undoubtedly, big advantages in weight saving and cost awaiting the manufacturer who develops the technique of running pistons directly in an aluminium cylinder block, particularly if it can be produced as a die-casting. At the present juncture, manufacturers have to be satisfied with running an aluminium piston in a cast-iron bore; the sole exception is Porsche, who use an aluminium barrel for their air-cooled engine, the working surface of which is chrome-plated, but this technique is far too expensive for the majority of producers.

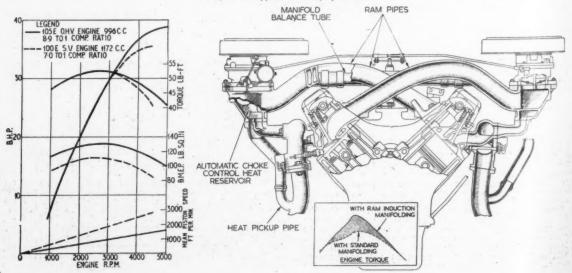
The reasons for Chevrolet adopting the rear-engine layout on the Corvair can be a matter for conjecture only. Perhaps it was the success and sales appeal of the best-selling small European car which had the biggest influence. The reasons matter little, but the methods used to produce a successful design are of great interest. Having decided that a capacity of 2.292 c.c. was necessary to obtain the desired performance, and that it must be air-cooled, the design parameters were broadly established. With the engine behind the wheel centre-line, weight and compact package were of prime importance. Thus the engine uses a great proportion of aluminium, and it is a matter of some pride that the technique for producing the die-cast crankcase and one-piece cylinder heads originated in Great Britain at the factory of Alumasc, Ltd., of Burton Latimer.

A four-cylinder layout would not be smooth enough for this size of engine, eight would be too costly, so the choice fell inevitably on six. To place them in line would have meant too much overhang, and a veg layout has inherent vibration problems to

A four-cylinder layout would not be smooth enough for this size of engine, eight would be too costly; so the choice fell inevitably on six. To place them in line would have meant too much overhang, and a vee layout has inherent vibration problems to be solved. Therefore, the horizontally opposed formation provided the best compromise of all. At first it may appear that the cylinder centres are wider to permit cooling fins on the cylinder than would be necessary with liquid-cooled jackets. This is not necessarily so, for the cylinder centres of any horizontally opposed layout are controlled by the minimum width of the crankshaft webs necessary for strength. The problem does not exist to the same degree in a vee layout, where side-by-side connecting rods are used on a common crank throw. A compromise has been made in the interests of cooling on the cylinder heads of the Corvair, for the two valves are placed very close to the extremities of the cylinder bore, and angled to allow cooling fins between them.

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Left: With a smaller capacity, the new short-stroke Ford Anglia engine produces the same torque up to 3,200 r.p.m., and more in the higher ranges than its long stroke predecessor. Right: To obtain considerable ram effects on the Plymouth V-8 SonoRamic induction system, the carburettors on each side feed the opposite bank of cylinders



Chevrolet's contribution to the compact market features an opposed cylinder layout and air cooling. Die-castings are used for the crankcase and onepiece cylinder heads, trapped between which are individual cast-iron barrels

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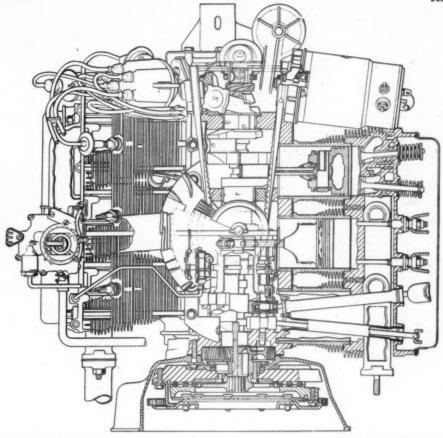
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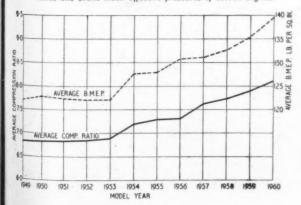


Whatever merits are claimed for air-cooling, even temperatures for each cylinder are difficult to achieve and Chevrolet have gone to considerable complication to effect this. The fan is mounted horizontally above the cylinders, which results in a very complicated multi-directional run for the cogged veebelt. The object is to direct the air through the shortest path, with an equal amount for each of the six cylinders.

with an equal amount for each of the six cylinders.

Ford, having been more orthodox in their choice of engine position, have been equally conventional in their design execution. The six-cylinder in-line engine, with a stroke to bore ratio of 0.71 to 1 for its 2,360 c.c. capacity, uses a castion block and head, but the design reveals a considerable amount of ingenuity in reducing machining costs. The short stroke of 2.50in results in a very compact cylinder block and crankcase. The induction ports and riser to the carburettor are combined with the cylinder head casting. Thus the only machining on this side is the facing and stud fixing for the exhaust manifold and carburettor flange.

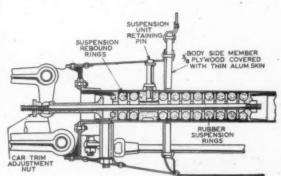
In the past 12 months there has been a significant increase in compression ratios and brake mean effective pressures of British engines

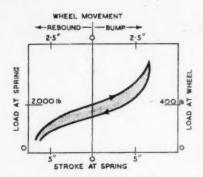


Established materials are also used for the Chrysler Valiant engine, which, as the basically similar Dodge Dart, is installed with the cylinder axis 30deg from the vertical. A common bore size of 3.40in is used for each of these units, the increased capacity of the latter being obtained by using a crankshaft with a lin longer stroke—4.123in. By placing the engine at an angle—or perhaps this was the reason for doing so—it has been possible to obtain considerable ram effect for the outer induction pipes, but by comparison the inner ones are short, and the system seems out of balance.

Developing this theme still further, the name SonoRamic has been applied to the system on the existing 5.9-litre vee-8 Chrysler engine. By a system of long cross-over pipes, the carburettor on one side of the vee feeds the induction port of the cylinders on the opposite bank. This principle of ram induction is used on fuel injection engines when dealing with air alone; an example of this is to be seen on the new, long and straight pipes of this year's 220SE Mercedes. It is a

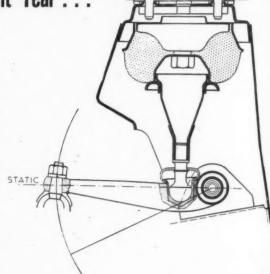
Front suspension of the pre-war Lightweight Special shows that Alec Issigonis has for long appreciated the properties of rubber suspension





A Significant Year . . .

Rubber front suspension unit of the B.M.C. 850, and the deflection curves showing the progressive rate of these units. The shaded area between the two curves illustrates the self-damping property of rubber arising from hysteresis losses



considerable achievement that the Chrysler engineers have been able to adapt it to carburettor systems and, at the same time presumably, lost nothing at idling speeds and part throttle

Turning now to the British scene, there has been an equally large crop of new engines, with an increasing swing to oversquare cylinder proportions. The 996 c.c. Ford Anglia has the smallest stroke-to-bore ratio of any—0.6 to 1; as a result it will cruise continually at 5,000 r.p.m., where its maximum power is developed, without being highly stressed, and, moreover, remains smooth in operation throughout its range up to this speed. A widely held fallacy, which this engine should dispel, is that a long stroke engine develops better torque than its short stroke counterpart. A comparison between the power curves of the previous 102E 1,172 c.c. side valve engine and the new 996 c.c. 105E overhead valve engine demonstrates that the powers are equal up to 3,200 r.p.m.; above this figure the short stroke unit maintains good torque up to 5,000 r.p.m., whereas the larger engine falls off appreciably above 4,500 r.p.m.

The engines of the Triumph Herald and that used for the B.M.C. front wheel drive 850 c.c. cars are adaptations of existing units and cannot, therefore, be considered as new designs. Each has a stroke-to-bore ratio greater than unity.

designs. Each has a stroke-to-bore ratio greater than unity. This year has also seen the introduction of three new vee-8 engines, two of large capacity, the 4.56-litre Daimler for the Majestic Major and the 6.23-litre Rolls-Royce, and in the medium capacity, the 2.54-litre Daimler for the SP250. Noticeably over-square proportions have been chosen for each, the smaller Daimler having a stroke-to-bore ratio of 0.91 to 1, the larger one 0.84 to 1, and the Rolls-Royce 0.82 to 1. Apart from any considerations of lower stresses arising from the use of a short stroke, the vee-8 engine lends itself naturally to having cylinder bores of considerably greater diameter than the length of stroke. Overall length of the crankcase is controlled by the use of side-by-side connecting rods on a common throw, which, in turn, means that the spacing between the main bearings is wider than with an in-line engine of similar proportions. If the bore and stroke were chosen to be nearly equal, the land between adjacent bores would be larger than that necessary for gas sealing. Thus, what is now widely accepted as being technically superior, i.e., considerably over-square proportions, is a natural corollary to the vee-8 layout, and can be accommodated without any disadvantage to length or weight.

Rolls-Royce have made what appears to be the maximum application of aluminium in their new engine, using this material for crankcase and cylinder block, head and auxiliary covers; an exception is the pressed steel sump. As a result this new engine has a 27½ per cent greater capacity, shorter overall length, and weighs fractionally less than the superseded six-cylinder engine.

weighs fractionally less than the superseded six-cylinder engine. By comparison, the Daimler uses a cylinder block with integral bores manufactured in cast iron, which is currently cheaper, but aluminium is used for the cylinder heads. In effect, the newer larger Daimler Vee-8 is a scaled up version of the 2.5-litre fitted

DECELERATION -- 180-

DEGREES OF ROTATION

-ACCELERATION

-270 -DECELERATION

SPEEDS OF DRIVEN SHAFT

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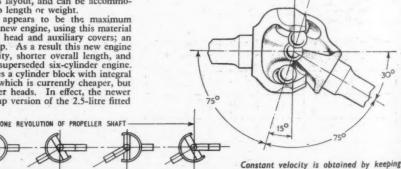
CONVENTIONAL UNIVERSAL JOINT SHOWING FLUCTUATIONS

in the sports car. Each uses a hemispherical combustion chamber with opposed valves, operated from a central camshaft, and adjustable rockers. Rolls-Royce have chosen the currently more popular wedge-shaped combustion chamber, and to compensate for the higher expansion rate arising from the use of aluminium, self-compensating hydraulic valve lifters are used.

A survey of engine efficiencies shows a continuous trend towards higher compression ratios, and relatively greater increases in brake mean effective pressures. This indicates that improvements have been made in encouraging more air into the cylinders, largely as a result of the change towards over-square engines which allow the use of larger valves. Theoretically, the segmental spherical combustion chamber as exemplified by Jaguar XK, Humber Super Snipe, Bristol, Siddeley Sapphire and the new Daimler engines among others, permit greater powers as engine speeds continue to rise, but it becomes increasingly difficult to provide a compact combustion chamber and piston crown shape with the higher compression ratios still envisaged, which may ultimately stabilize at around 12 to 1. Combustion roughness and the new burning phenomenon known as rumble or wild ping, are the next hurdles to be overcome before these figures are reached, and when they are I foresee the wedge head type of combustion chamber as the ultimate compromise.

If there is still a wide divergence of opinion among designers

If there is still a wide divergence of opinion among designers as to where the cylinders should be placed in relation to the crankshaft, how they should burn their mixture, and how they should be cooled, there is an even greater disagreement as to



Constant velocity is obtained by keeping the plane of engagement at half the shaft angle. The Bendix joint permits end motion by allowing the balls to roll endwise in their races, which eliminates the need for a slip joint

With conventional Hooke joints the extent of each fluctuation depends on the angularity between the shafts. A constant velocity universal joint is free from this irregularity

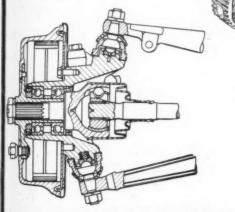
Citroen transmission and front suspension layout, showing the large diameter splined coupling inboard, and the double hook joint at the wheel end on the DS and ID 19



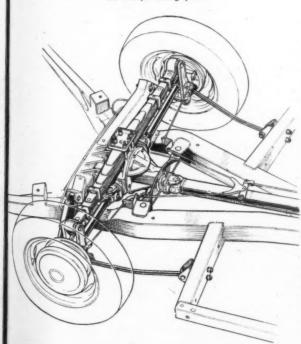
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The Triumph Herald uses a simple swing axle suspension at the rear. Employing the drive shafts for transverse location of the wheels avoids the need for sliding splines



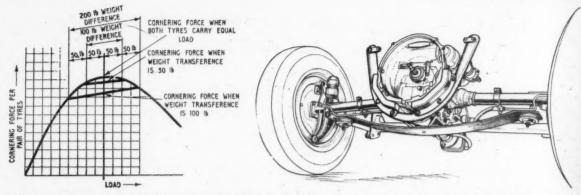
where the power unit should be placed in the car, particularly in the small- and medium-size classes. Above 21-litres I think that the front engine, rear drive will remain supreme. Below 11-litres there are as many opinions as there are examples, of whether the engine should be combined with its transmission at the front or rear, if the best compromise of stability, space utilization and cost is to be achieved. The arguments in favour of each are too well known to be reiterated here, so I will assume a hypothetical case of being given the task of designing such a small car with a combined engine and transmission.

Placing it at the rear would result, undoubtedly, in better traction on slippery hills in a straight line, and I have never subscribed to the view that air-cooling is either lighter, cheaper or more efficient than water-cooling, nor is it as quiet. Having driven many rear-engined cars, particularly those with claims to any reasonable performance, I maintain that they are inherently unstable, especially in a straight line with high side winds. Perhaps it would be this basic fact, and my inability to evolve the necessary tricks of suspension layout, which would make me plunge unhesitatingly for a water-cooled engine driving the front wheels.

There are, of course, many problems associated with front wheel drive. Assuming four cylinders are to be used, an in-line engine behind the wheels wastes too much passenger space; if mounted ahead of them it would overhang, and weight distribution at the front would be too great. The most attractive solution is to follow Issigonis and mount it transversely across the front. This requires the addition of at least three gears in the transmission train, which add slightly to the cost and may be difficult to keep quiet. I should also want to have long experience of the cars in the hands of neglectful owners who might not change the common oil regularly, with the result that the acid content from the engine side might eventually attack ball and roller races in the transmission.

A front wheel drive layout demands the use of relatively expensive constant velocity joints at the wheels to avoid excessive kick at the steering wheel and when the drive shafts operate through large angles. Another aim would be to avoid the use of sliding splines in these shafts. Such a device has worked satisfactorily for many years when transmitting torque between the engine and axle. It becomes a more difficult problem when engine torque is multiplied by the final drive ratio, and the shafts are shorter and work through larger angles. There would be many examples to draw upon for experience.

On the Arabella, Lloyd use a spade-ended shaft in the differential; Citroen use a large diameter, splined coupling outside the inboard universal joints, while Mercedes, on the rear suspension of their 220 and 300 series, eventually adopted roller splines to



Left: Variation of cornering force with load. This demonstrates how the cornering force diminishes as the weight difference increases. Right: Porsche have improved the stability of the Super 90 by this compensator spring with central pivot point beneath the axle, which reduces roll stiffness

A Significant Year . . .

overcome the problem of plain ones "hanging up" when subjected to heavy torque. Incidentally, each of these examples is lubricated by the transmission oil and does not require separate greasing. But perhaps the best solution of all would be to use the Bendix type of constant velocity joint, in which the driving balls can also move endwise in their tracks to eliminate the use

of any type of slip joint.

Twelve months ago I expressed the opinion that there would be a much wider adoption of air for suspension systems, but of this I am not now so sure. At the present stage of development it is complex, without offering advantages in relation to its greater cost. This appears to be borne out by experience in America, where two years ago 13 makes were available with air suspension, whereas only two offer it on their 1960 models. Again, perhaps a compromise solution will ultimately prevail, maybe on the lines of the work of Monsieur J. A. Gregoire, whose system of a simple sealed air bag in addition to the normal springs is used to modify the rear suspension characteristics of this year's Renault Dauphine

The most outstanding suspension development has been, without doubt, the rubber springs on the B.M.C. 850 cars. The characteristics which they permit could probably be obtained by other means, but compared with steel springs they are lighter more compact and appear to fit more readily into the layout of the car, to give the designer much more freedom in siting other components. Rubber is not a new medium for Issigonis, for he used it on the very successful Lightweight Special racing car before the war. The B.M.C. units have been developed under Moulton patents, and are designed to operate at comparatively high loads. These are five times greater than those at the wheel and the system provides a very desirable degree of progressive under the load.

An additional property of rubber is that, unlike steel springs, it absorbs approximately a quarter of the energy put into it which, in turn, means that the dampers are relieved of much work and can be lighter, with beneficial effects on their life. From experience I can say that these new units represent a great step forward in suspension design. One can only presume that they will be applied to new and larger vehicles in the B.M.C. range as and when they emerge, probably with some means of inter-connecting

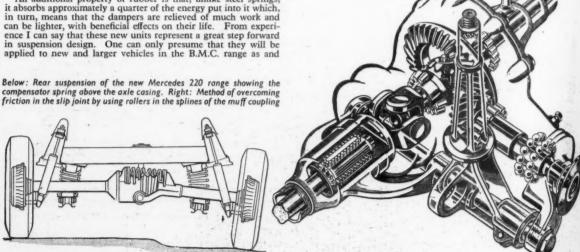
the front and rear systems to reduce pitch.

Irrespective of the type of spring used, front suspensions have now reached a fairly standardized pattern, with wishbones reigning almost supreme. Ball pivots are being used more widely, but it is rather disappointing to see that in all but one of the new designs—the Triumph Herald—little effort has been made to reduce the number of greasing points. Some designers say that rubber bushings can introduce variable and unpredictable Some designers say that rubber bushings can introduce variable and unpredictable factors into the steering geometry, but this is not borne out in all instances if they are well applied. There are, however, new materials which may become more significant, among them the PTFE plastic-lined bearings produced by Glacier. These consist of a layer of porous bronze, impregnated with a fluorocarbon mixture, applied to steel strip, and a film of this material is left on the surface of the bearing. It runs entirely without lubrication of any sort, noticeably reduces friction, and can be used without a great cost increase.

If independent movement of the wheels at the front is undisputed, the same cannot be said for the back. Ignoring the rear engine layouts which demand the use of independent rear suspension, in only three of the new cars—the B.M.C. 850, the Triumph Herald and the A.C. Greyhound—have the designers freely made a choice for independence; the first one uses trailing

arms and the other two a form of swing axle.

Forecasting the future, I would say that as I.R.S. is more widely adopted, trailing arms will have more adherents than the The disadvantage of the swing axle is that it results in considerable changes of camber, and hence camber thrus, even when a low pivot point is used to reduce this effect. It results in a jacking effect produced on the car due to the differences in cornering forces on the inner and outer tyres which, in practice, raises the back of the car above its static load position while cornering.

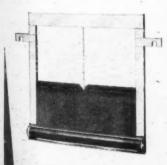




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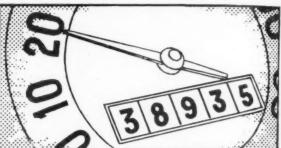
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A Significant Year . . .

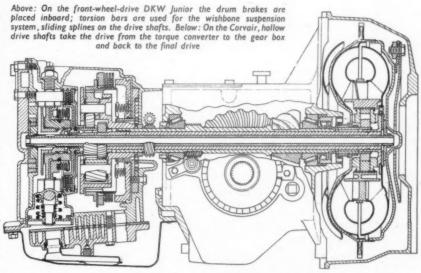
1959

There have been two signifi-cant developments on swing axle cars to reduce this effect; Mercedes have adopted a compen-sating spring on the 220, similar to that already used on the 300SL and Porsche, with a similar device—but different in application—on the Super 90. The object of each is to reduce roll stiffness in cornering, and hence equalize the loads between inner and outer tyres. The cornering power of a tyre for a given drift angle is at maximum when it is carrying near to its rated load, and diminishes when it is either side of this optimum, as shown on the accompanying graphs. In the Mercedes and Porsche designs the compensating spring performs two functions. It results in a slight increase in stiffness when each wheel is deflected equally. During cornering it gives a reduction of roll stiffness and thus assists in equalizing the loading of the two tyres; a suspension stiff in roll implies a high weight transference. A side effect is that the front tyres take a higher proportion of the cornering loads, with the net result that there is reduction of oversteer effects inherent with any design of swing axle.

A noticeable achievement in the small car field has been the adoption of the Smith's automatic transmission on the 1½-litre range of Rootes cars—the Hillman Minx and Singer Gazelle. A road test of a car so equipped appears elsewhere in this issue. It has the advantage over the more widely used torque converter type of being more efficient, but is somewhat handicapped in using three gear ratios without additional torque conversion in place of four with the popmal manual gear hox.

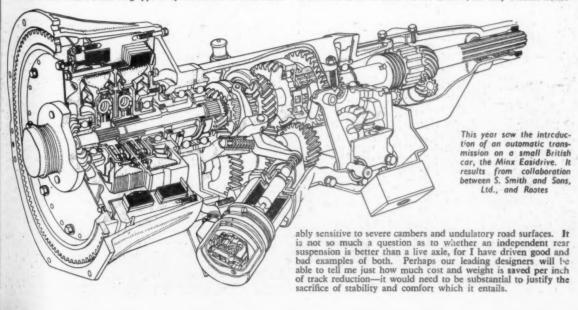
place of four with the normal manual gear box.

Just how important automatic transmission, with its extra cost, rates as a sales factor, at any rate in Europe, I am still unable to assess. My choice would always be for a well-designed manual box with a baulk ring type of synchromesh on four ratios



and a central gear change. It is a point of criticism on most British cars that the lowest ratio is still unsynchronized.

This, then, has been a very significant year, full of technical interest and improvements in all respects, but I must conclude on a slight note of pessimism and pose a question which some of our leading designers may care to answer. Nearly always where a new car has been introduced and is comparable with its predecessor, there has been a reduction in the width of the wheel tracks. I remember well when cars in the 1½- to 2-litre class were almost standardized in the use of 4ft 8in tracks. Now they are down to 4ft, and even less in some instances, which I consider to be at least 4in too narrow, for they become notice-



Sideshow Selection

VISITORS WHOSE Show attractions are limited to car displays on the ground-floor are missing a very great deal. The "sideshows" downstairs and the serried ranks of stands in the gallery at Earls Court are full of interest, especially to those who take an interest in the care and maintenance of their cars. Gleaming displays of spanners of every size and type are to be expected; the enthusiast looks for the special-purpose one which may be the answer to his own problem, or for the new gadget which is so simple and useful that he wonders why no one thought of it before.

Illustrated here are a representative dozen of the many eye-catching features of what is probably the finest and most comprehensive exhibition of its kind to be seen anywhere.



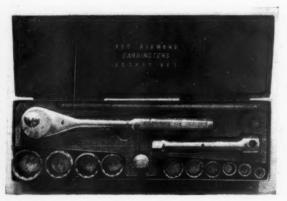


Melco ratchet head (above) fitting a standard square socket, shown with the regular ratchet wrench by Thomas Meldrum (Stand 470); hand tools (right) but hardly for the amateur, by Crypton (Stand 500)





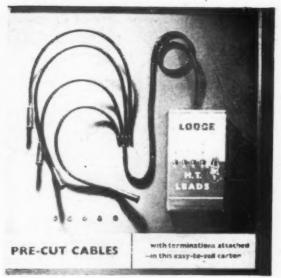
Eye - catching (left) both on display and on a car—Wingard's new Turina wing mirror (Stand 341)



New departure in a famous range of hand tools—Garrington's Red Diamond socket set, now cold forged (Stand 367)

1959



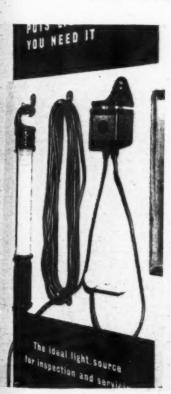


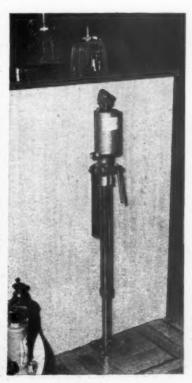


Above left: Schrader's pump replaces a spark plug, inflates tyres with pure air (Stand 359). Right: Novel and handy— (Stand 354). Right: Novel and nandy— Lodge replacement ignition cable sets, ready for fitting (Stand 221) Left: For leaf-spring lubrication—Tipco's wedge and grease nipple device (Stand 438). Right: Two-speed electric drill by Bosch (Stand 447)

Below left: Fluorescent tube inspection lamp by Philips casts no shadows (Stand 47). Centre: The long and the short of it in jacks, by Lake and Elliot (Stand 340). Right: Fuel consumption test tank and a performance gauge, by Redex (Stand 337)









Veteran Run to BRIGHTON

Notes on the R.A.C.'s Annual Event

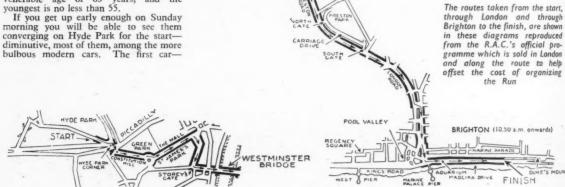
HERE ON EARTH all these ping up from, goodness knows— but, instead of growing fewer, as the years go by, more and more of them appear, to be restored lovingly by their owners and entered for the R.A.C.'s annual London to Brighton Run. This year, once again, the previous record entry has been surpassed; and no fewer than 249 of these elegant old vehicles are due to swish their way from London to Brighton this Sun-All these cars, it will be remembered, must have been made before 31 December, 1904; this qualifying date remains static, instead of moving on a year, as each year passes; thus, the oldest competitor, built in 1896, has now reached the venerable age of 63 years, and the youngest is no less than 55.

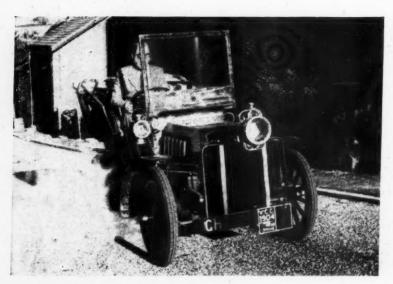
Capt. E. de W. S. Colver's 1896 Arnold is due to leave the Serpentine at 8 a.m., half an hour later than last year; this is the sole concession to the increasing age of the Veterans—and their drivers. Following the Arnold, the remaining cars leave in pairs at 30-second intervals, and the map published on this page gives the approximate times of arrival of the first and last cars in the procession—provided, that is, that they manage to maintain their schedule.

Contrary to the general belief that the event is a race—as its popular title "The Old Crocks' Race" would suggest—any



Richard J. Stephens is celebrating his sixtieth year of driving the Stephens ca: built by his father in 1898





car that exceeds its scheduled average speed, and reaches the finish earlier than it is due, may be banned from taking part in next year's event. To qualify as finishers, the cars have only to reach Brighton by 4 p.m., regardless of their starting time.

One of the most interesting cars in the Run is a "do-it-yourself" production—a 1900 English Mechanic, driven by L. 1900 English Mechanic, driven by L. Holland, which was originally built from plans appearing in a magazine. Youngest entrants are J. C. R. Dennis, who will be driving a Dennis built in 1902 by his grandfather, and Miss Oakden, who has just passed her driving test and has pure and 1902 Peupert, both are 17 years. entered a 1902 Peugeot; both are 17 years old. At the opposite end of the scale, Capt. Colver's 1896 Arnold took part in the first Emancipation Run (which is, of course, what the Brighton Run commemorates) in 1896.

From America there are two official entries which crossed the Atlantic in the Queen Mary. These are "Tilly the Tea-

Alec Hodsdon's 1904 Turner-Miesse Steamer, one of the entries in this year's event, gets under way in a cloud of vapour

Serpentine (From Bam) WESTMINSTER BRIDGE (8.06 am -9.01am.) LAMBETH TOWN HALL (8.16am-911am) STREATHAM STATION (8.22 am.-9.17am) THORNTON HEATH POND (8 3lam-9.26am) Croydon By-Pass PURLEY South end of By-Pass (8.43am-938am) Caulsdon Mersthom REDHILL CROSS ROADS (9.07am-10.02am.) SALFORDS (R.A.C Box No.267) (9.14am.-10.09am.) GATWICK (New round about) (9.24 am-10.19 am.) Lowfield Heath (South end of Gatwick By-Pass) (9.36 a.m. 10.31 a.m.) UNDEROSS CROSS ROADS (954am-10.45am.) BOLNEY CROSS ROADS (10.09am-11.04am.) PYCOMBE POST OFFICE (10.28am-11.03am) BRIGHTON THE PYLONS (10.33am-11.28am.)

gh

roton

> 1334 1, Arnold (R. Colver); 2, Benz (L. Goldsmith); 3, Léon Bollèe (J. Tryford); 4, Léon Bollee (M. Stevenst; 5, Léon Bollèe (E. Harrison); 6, Lutzmann (E. Berry); 7, Lutzmann (P. Fotheringham-Parker).

187 & Benz (N. B;adshaw); %, Benz (S. Kentish); 10, Daimler (D. Flather); 11, Delahaye (J. Djanigulan-Gaillard); 12, Léon Bollée (S. C. II. Davis).

1886 M., Benz (G. Noyce); 15, Benz (R. Rockcliffe and B. Johnson); 16, Cudell de Dion Bouton (J. Goddard); 17, Decauville (H. Leach); 18, De Dion Bouton (A. Crewe); 19, Malvernia (J. Briscoe); 20, Stephens (R. Stephens)

1899
21. Beeston Tricycle (J. Lumsden); 22. Beeston Quadricycle (D. Inchley); 23. Benz (H. Wood); 24. Benz (J. Budgett); 25. Benz (R. Miles); 26. Benz (R. Miles); 26. Benz (R. Beeston); 27. Benz (A. Beagle); 28. Dalmier (P. Bradshaw); 29. Daimler (N. Mann); 30. Dechamps Tricycle (E. Lee); 31. Hurtu (R. Mersey); 32. International Benz (A. Mackay); 33. Hurtu (B. Mackay); 33. Seamer (W. Weiant); 35. Panhard-Levassor (E. Javis); 36. Star (P. Allen); 37. Star (G. and C. Raywood); 38. Star (D. Gilbert).

Baywood); 38, Star (D. Gilbert).

1349

39, Bens (N. Cole); 40, Benz (E. Goodman); 41,
149, Bens (R. Cole); 40, Benz (E. Clement-Panhard
(R. Pulman); 43, Daimler (A. James); 44, Daimler
(R. Pulman); 45, Daimler (T. McElligot); 46, De
Dion Bouton (J. Burchell), 47, De Dion Bouton (G.
Demer); 48, De Dion Bouton (K. Smith); 49,
Demer); 48, De Dion Bouton (K. Smith); 49,
Demer); 54, De Dion Bouton (K. Smith); 40,
14, Cle Consert; 46, De Dion Bouton (G. Smith); 55,
Donald, 51, G. Torrer, 50, English Mechanic
(G. Holland); 51, G. Torrer, 53, M.M.C. (E.
Bare); 54, Napier (Mrs. D. Grossmark); 55, New
Dieans (R. Timothy); 56, New Orleans (R.
Diomas); 57, New Orleans (R. Leigh-Hunt); 54,
Diomas); 57, New Orleans (R. Leigh-Hunt); 57,
Diomas); 57, New Orleans (R. Leigh-Hunt); 58,
Diomas); 57, New Orleans (R. Leigh-Hunt); 59,
Diomas); 57, New Orleans (R. Leigh-Hunt); 50,
Diomas (R. Leigh-Hunt); 50,
Diomas

1946

84, Benx (R. Andrews): 65, Clement-Panhard

Major G. France): 66, Columbia (H. Clark Jnr.);

67, Darrace (J. Letort): 68, Decauville (J. Butterworth): 69, De Dion Bouton (R. Hughes): 70, De

Dion Bouton (C. Bartlett): 71, De Dion Bouton

61, Gresham): 72, De Dion Bouton (J. Guest): 73,

82, De Dion Bouton (P. De Dion Bouton

75, Durkey): 75, De Dion Bouton (P. De Dion Bouton

76, Durkey): 75, De Dion Bouton

77, Durkey: 78, De Dion Bouton

78, Durkey: 78, De Dion Bouton

79, Durkey: 78, De Dion Bouton

79, Durkey: 79, 79, Du



Dock workers crowd tound the official American entries for this year's Run, after the cars have been unloaded from the Queen Mary

pot," a Locomobile Steamer, built in 1899, and a 1903 Oldsmobile. These two cars came first and second in a competition staged in the States to decide the drivers and cars that should come over to England to represent their country. These will be the first all-American entries for the Run since a Duryea took part in the original event of 1896—and was one of the first cars to reach Brighton. The Locomobile was found by its 61-year-old owner in

1946, stored away in a barn where it had been for 40 years. And, as evidence that enthus:asm for the Veteran Run dies hard, Richard J. Stephens is celebrating his sixtieth year of driving the Stephens car built by his father in 1898.

Finally, taking things rather more gently than usual, Jack Brabham will be driving a 1904 Sunbeam 12 h.p. tourer, with an engine of 2,658 c.c. His co-driver will be Peter Harper.

ENTRY LIST - CARS AND

(M. Davenport); 82. Renault (J. Kemsley); 83. Renault (K. Savill); 64, Royal Enfield Quadricycle (F. Bagcock); 85, Royal Enfield Quadricycle (G. Goodall); 86, Royal Enfield Quadricycle (H. Michelson); 87, Royal Enfield Quadricycle (R. Warney; 28, Singer (H. Seaton); 89, Sunbeam-Mabley (G. Schueler).

1992
90. Ade: (R. Schimp): 91. Argyll (R. Erskine-Gray): 92. Arrol-Johnson (J. Edkins): 93. Beau-fort (E. Shaw): 94. Benz (R. Sloan): 95. Century Tandem (L. Hunt): 96. Daimler (A. Maundrell 97. Der Dietricht (B. Grout): 96. Daimler (A. Maundrell 97. Der Dietricht (B. Grout): 97. Der Dietricht (B. Brittain): 103. Dennis (J. Dennis): 104. James and Browne (N. Moore): 105. Mercedes (C. Eastmead): 106. Panhard-Levassor (G. Clarke): 108. Panhard-Levassor (G. Clarke): 109. Panhard-Levassor (G. Clarke):

Pointer).

1931

113. Achilles (D. Fitzpatrick): 119. Aravill (W. Cook); 120. Clement-Talbot (E. Sears): 121, Darracq (B. Thorpe): 122, De Dietrich (L. Jackson): 125, De Dion Bouton (J. Lambert): 124, De Dion Bouton (A. Dunning); 125, De Dion Bouton (R. Morth): 126, De Dion Bouton (B. Norman and F. Hodges): 120 De Dion Bouton (R. North): 130, De Dion Bouton (R. North): 134, Gladiator (G. Alday): 155, Cladiator (H. Poulter): 136, Humber (G. Hamilton-Fish): 140, Humberette (R. White): 141, Humberette (B. Campbell): 142, Humberette (W. Wild): 143, Lanchester (F. Hutton-Scott): 144, L'Eleganie (A. Butterworth): 145, Mercedes (G. Aliday): 146, Mercedes (Maurice Smith): 147, MM. C. (H. Bagges): 156, Didsmobile (R. Gibson): 152, Oldsmobile (S. Gibson): 153, Oldsmobile (S. Gibson): 154, Oldsmobile (S. Gibson): 155, Oldsmobile (R. Wernon-Balls): 156, Panhard-Levassor (A. Prince): 161, Panhard-Levassor (R. Taverner): 162, Panhard-Levassor (R. Taverner): 162

DRIVERS

(Sir Alec Coryton); 163, Peugeot (C. Hampton); 164, Pheonix Trimo (Dr. A. Robinson); 165, Rega (W. Waring); 166, Renault (Mrs. Fotheringham-Parker); 167, Renault (F. Watters-Westbrook); 166, Rex Tricar (R. Shaw); 169, Siddeley (L. H. H. Browell); 170, Sunbeam (H. Simons); 171, C. White Steamer (A. Betteridge); 173, White Steamer (D. Blackford); 174, Wolseley (D. Heyworth)

terige): 175. White Steamer (D. Blackford): 178. Wolseley (D. Heyworth)

1984
175. Alldays and Onions (G. Allday): 176. Alldays and Onions (F. Jennings): 177. British Durvea (T. and M. Stothert): 178. Brushmobile (W. Boddy): 179. Cadillac (A. Trenzove): 180. Cadillac (H. Bowen): 181. Century (P. Crittall): 182. Darrace (G. Gilks): 183. Darrace (G. Gilks): 184. Darrace (G. Gilks): 185. Darrace (G. H. Bridcutt): 187. De Dion Bouton (H. Bridcutt): 187. De Dion Bouton (G. Gebrell): 189. De Dion Bouton (G. Gebrell): 191. De Dion Bouton (G. Gebrell): 192. De Dion Bouton (F. Moore): 196, De Dion Bouton (A. Seaton): 197. De Dion Bouton (R. Bowen): 198. Cardener-Serpollet Steamer (G. Milligen): 199. Garrard Tricar (A. Bateson): 200. Humber (E. Chambers): 201. Humber (E. G. Milligen): 199. Garrard Tricar (A. Bateson): 205. Humber (E. Mayer): 202. Rumber (G. Milligen): 199. Camber (

Disconnected Jotlings by the Scribe

drawings by BARRY APPLEBY

Shop Soiled

HERE were such crowds around some of the new models on the popular car makers' stands at Earls Court. It was curious that in many cases, exactly the same models could be seen in the coachwork section, exhibited by the people who make the bodies, and with so few spectators that one could inspect them in ease and comfort.

What happens after the Show to a car, mechanically still new, but with its door hinges, its locks, its seats, worn out by the legions of the curious, and its paint worn half-way through by a million rubs and touches? I asked a stand attendant, and he didn't know. He thought such cars became staff cars for the manufacturers' mobile workers.

Basement Burglary

T is the custom at re-education centres for juvenile delinquents that as many masters as possible are given leave at the time of the Show, as they get big money for manning stands and defending the exhibits. The toughest provincial agents are given button-hole badges, and help. Even so . . .

It would be expected that The Autocar staff would cause little alarm, more the case for "Hello, old man, what will you have?" But, I assure you, all the custodians spring to panic stations if they see a pair of legs underneath a car, in satisfaction of a mild curiosity about the underside.



Fifth column

Personal Responsibility

N extraordinary difficulty, much greater than keeping apart the covers of Show numbers by modest contributions, is the burden of a family letter. Like many people having a connection with the motor trade or industry, I have sometimes to choose a car for somebody

Which should Aunty have? The X has not got synchromesh on all gears, including first. The Y has flimsy bumpers. The Z is suitable, but could be entered only by a professional acrobat, and a

small one at that, and Aunty's Charleston days are past.

I can choose a car for myself by a sudden whim, and, by a process of human nature, make myself love it for years. The choice for others is invidious.



Whatever happens, I shall be blamed

Clearer Colours

B ROODING over the acres of cars, from the staircase up to the galleries, like that much-postcarded devil-gargoyle on the roof of Notre Dame, Paris, France .

Well, brooding, I was attracted by the Bentley stand below. One convertible was shown in two shades of medium grey, paint and leather, and I liked it very much. A beautiful car does not need all these violent two-, three- or four-colour schemes.

Even in brightly coloured cars, let alone the pastels, the colour sometimes has that muddy look, as though the artist was careless about cleaning his brushes or changing the swishing-out-water. Some of the cars seemed to be in polished undercoat. But the blue Bentley with the white leather upholstery was of that pure, almost transparent blue, as though one were gazing down on the Aegean from some picnic-haunted cliff. I could see, too, a white Minx with blue upholstery.

I also have a weakness for black cars, though my own car is not black. Anyhow, away with Ethiopean Sunburn, Dawn-Over-The-Gasworks' Smog-Pink, and all such shades.

Breathing

DURING last summer, especially in London traffic blocks, I grew greatly to dislike the solid p.v.c. material on the seats of my car. At the Show I was pleased to see woven rayons and nylons, which should be just as cleanable and hard wearing, at last making more headway. Imperial Chemicals had new p.v.c.-coated fabrics which "breathe" like woven materials, but I had no opportunity of seeing these.

The only part of the Show which smelt really nice was the Connolly stand, panelled and furnished discreetly with choice upholstery leathers. The company have a fearsome bull's head to give a clue to the source of their hides, but this is usually saved for the exhibition at Farnborough

Cognoscenti Only

HE Show is so much a thing to do for starlets, schoolboys, publicity people, even columnists, and those who would be rightly shy about entering a High Street showroom, that the enthusiast is rather squashed out. I even thought I saw the Prime Minister.

What about a special preview, asks Barry Appleby, for motor club members and enthusiasts?

Well, Barry, the device is expensive entrance—a whole £1 on opening day. If we hadn't forgotten to send you a press ticket, the question wouldn't have arisen. Still, the idea of the really exclusive day does have attractions.



Starlets, and so on

Fitter Flat Feet

N the cloakroom on the ground floor (is there more than one?) my eye was caught by a thing like a weighing machine, but with a vibrating platform. It claimed to relieve tired feet, and fatigue generally.

I did not try it. But my recollection of the foot- and person-vibrating cars of my past is that they were rather more fatiguing than the one I have now. Should I file the balance weights off the crankshaft for long journeys, or at least put the fan out of balance at 5,000 r.p.m. by chopping off one blade?

Newpong No. 5

HE most odd technical discussion I had at the Show was with a firm that make various chemicals, polishes and so on, for cars. They were wondering what should go in a perfume for spraying inside used models, to make them more attractive for sale. There was something of the kind in the U.S.A.

Three

Used cars are reminiscent of a telephone kiosk at a railway terminus A new car has a cellulose acetaty, rubbery, leathery, metallic smell.

THREE LITRE SALOON & DROP-HEAD COUPÉ COACHWORK BY PARK WARD



Three Litre Saloon, Basic Price £1,995.0.0. Purchase Tax £832.7.6. £2,827.7.6.



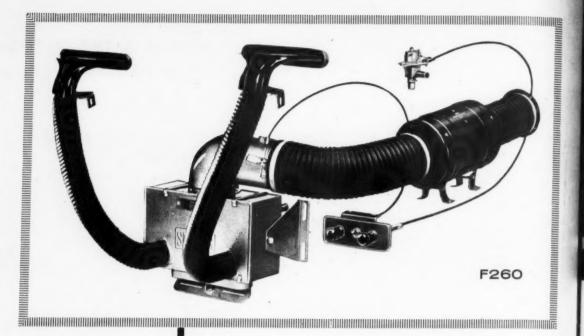
Three Litre Drop-Head Coupé Basic Price £2,195.0.0. Purchase Tax £915.14.2. £3,110.14.2.

Both cars fitted with Lockheed Disc Brakes as standard; Borg Warner Automatic Transmission available at £134.11.8 extra, including tax.

STAND NO. 121 EARLS COURT

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SMITHS

heating and ventilating for year-round motoring comfort!

For warmth in winter and welcome freshness in the heat of summer, the motorist needs SMITHS fresh air heating and ventilating equipment. It keeps him comfortable and alert, and therefore safe.

SMITHS have unequalled experience of vehicle heating, and supply heaters to most British car manufacturers. Whether buying a heater for your present car, or ordering one for your new car, you will be wise to insist on SMITHS.

NEARLY FOUR MILLION SATISFIED MOTORISTS WARMLY RECOMMEND SMITHS HEATING AND VENTILATING EQUIPMENT

SMITHS UNIVERSAL FRESH AIR HEATER (F260)

- * Uses waste engine heat to warm fresh air from outside the car
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- * Special accessory kits for popular cars
- * Price £15, plus 15/- to £1 for de-mister accessory kit

SMITHS RE-CIRCULATION HEATERS

- * The lowest-priced SMITHS heater
- * The easiest heater of all to fit
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SMITHS 'BUILT-IN' HEATERS

* Specify SMITHS when you order your new car

MITHS a name with a world of meaning

An impression of the Motorway by night: cats' eyes mark the three lanes on each carriageway, and the Scotchlite signs remain clearly legible

N Monday, 2 November, the new Minister of Transport, Mr. Ernest Marples, will snip the tape at Pepperstock junction; simultaneously police in radio contact will remove the barriers at all the connecting flyover access points, and traffic will begin to flow up and down the new London-Birmingham Motorway—M1, as it is to be called. The bulldozers and excavators have done their work, and 13,000,000 cubic yards of earth have been shifted. The sub-contractors have finished their 150 bridges. The 148 emergency telephones have been installed. And, but for a small staff who this weekend will do the final clearing up and preparations for the road to go into service, the 4,500 men employed on the project have packed up and gone home.

There has, of course, been too much glamour and talk of "throwing open the motorways of Britain." We must be rational, and consider the road as what it is—an important start to the provision of a network of modern roads in Britain. But the excitement has been justified, perhaps, because here at last is our first real Motorway. Those with experience of such roads abroad want to know where to get on to it, and where it will take them, and others to whom it will be something entirely new want to know how to use it to the best advantage.

Basic Plan

The road may be likened to a snake, with a forked tongue at both ends. At the south (or London) end, one of the tongues will not be completed until the end of December, and this leg of the road is indicated by a dotted line in the map overleaf. The road is dual carriageway throughout its length, of course, and on the main "snake" there are three lanes on each carriageway. The "tongues" at north and south have two lanes on each carriageway. The four ends of the tongues link with the existing roads at one-level roundabouts.

Throughout the whole distance between the terminal roundabouts the carriageways are continuous, i.e., there are no traffic ights, halt signs, sharp turns or other roundabouts. Changes of direction are gradual bends, just sufficient to keep drivers aware of the need to steer, and gradients also are severely restricted, so that even heavy transport can keep moving at a respectable pace.

respectable pace.

Between the terminal roundabouts there are 10 flyover crossings which give access to existing roads, and which enable traffic to enter or leave the motorway. These are, from south to north:

Waterdale: Access from A405, North Orbital Road (Watford-St. Albans), but this will not be open until the south-west tongue is finished at the end of December.

Breakspears: Access by Spur Road from A414 (Hemel Hempstead-St. Albans).

Friars Wash: Access from A5 near Markyate.

Papperstock Junction: Access from A6 near Luton. This point is the maction of the St. Albans By-pass and the remainder of the Motorway. Dunstable: Access from A505 (Luton-Dunstable).

Taddington: Access from A5120 (Dunstable-Bedford).

Woburn: Access from B557 (Leighton Buzzard-Bedford). Newport Pagnell: Access from A50 (Woburn-Newport Pagnell). Nerthampton: Access from A68 (Stony Stratford-Northampton). Weedon: Access from A45 (Daventry-Northampton).

How to Get There

These access flyovers are marked in the map overleaf, and are familiar to regular users of the existing roads, who have seen the junctions in their various stages of construction. New-comers to them have only to drive along the roads indicated until the flyover roundabout is reached, when large and unmistakable signs (in blue, with yellow Scotchlite lettering) show clearly the direction to take. At other crossings shown on the map with no access flyover, there is no way of getting on to the Motorway; the existing road simply passes under or over it. For example, a motorist going from Towcester to Northampton on the A43 would be unable to get on to the Motorway from that road. He would have to go to Northampton first, and then head back along the A45 or A508 to reach a flyover crossing.

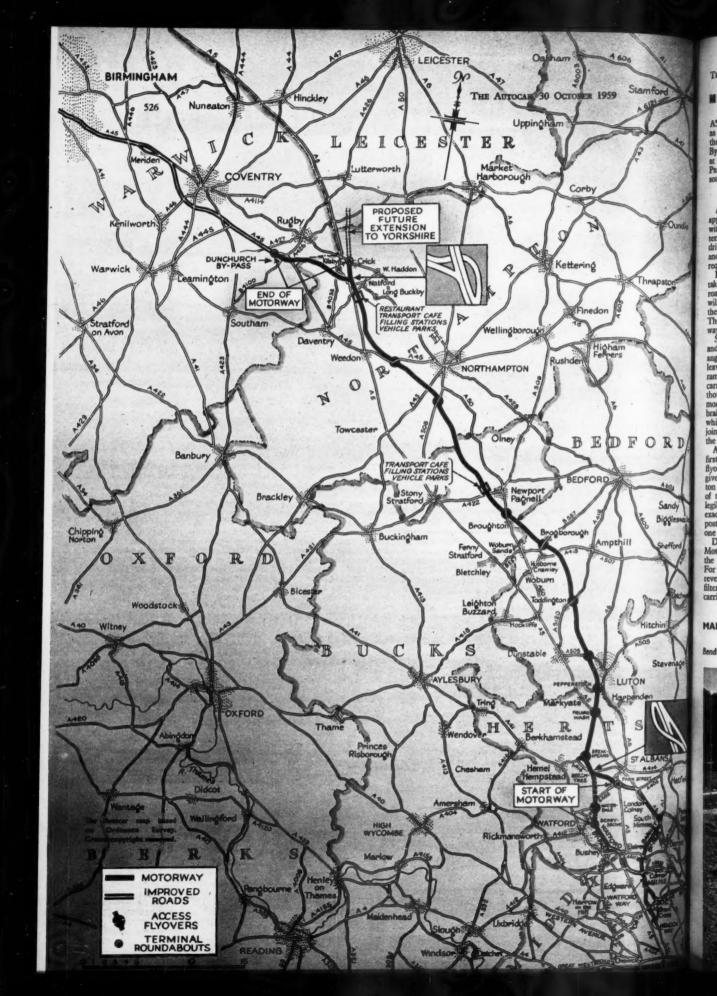
The terminal roundabouts are equally easy to find, since the signposting is clear. From the north, the Coventry By-pass (A45), which is the main road from Birmingham to London, leads straight into the Motorway roundabout just before Dunchurch, and this road is now dual carriageway the whole way from the outskirts of Birmingham—this alone being a vast improvement on what the road was like a year ago. For the other northern terminal drivers should either go through Rugby along A428, or go down the A5, turning left at the crossing with

From the south, as already mentioned, we must wait until the end of the year before it will be possible to go along the Watford By-pass (A41) and join the south-west tongue. For the next two months the only southern access is just south of St. Albans, and the way (from London) is as follows: either follow

Left: On Monday the tape comes off and the top of the sign at the south terminal roundabout will read: Birmingham MI. Right: Warning of flyorer junctions giving access to all-purpose roads is given at one mile, half-mile and (as here) at the start of the filter ramps







MOTORWAY ONE . . .

A5 through Radlett and Elstree; or take the Barnet By-pass (A1) as far as the traffic lights at South Mimms and turn left along the A6, leading into the recently opened London Colney By-pass. At the end of the London Colney By-pass turn left at the roundabout, following the North Orbital Road (A405) to Park Street, where the start of the Motorway at the end of the south-eastern tongue is again clearly signposted.

Flyover Drill

At the terminal roundabouts drivers will simply feed into the appropriate carriageway, accelerate to a cruising speed happily within the car's capabilities, and sustain it until the opposite terminal is reached, or until some earlier access flyover if the driver wishes to leave the Motorway before the end. Joining and leaving at flyover access junctions is equally simple, but requires some explanation.

First, one never turns right. Drawing A shows the route taken by traffic leaving the Motorway and joining the all-purpose roads to turn to the right of the original direction of travel. It will be seen that one filters to the left in all cases when leaving the Motorway, regardless of which direction is to be taken later. The filter ramps lead to a roundabout below or above the Motor-

way, and it is there that the change of direction is made. Second, one never makes a turn. The accent is on filtering, and the ramps join and leave the main carriageways at a gentle They should be entered at speed, and braking (while leaving) and acceleration (while joining) should be done on the ramps. In this way traffic flow is not disturbed on the main carriageway every time it reaches a flyover-access junction, though drivers will be well advised-particularly in these early months—to be prepared for inexperienced drivers who may brake unnecessarily before filtering away, or who may filter in while travelling much too slowly. Diagram B shows how traffic joins the Motorway by the same filter ramp, regardless of the previous approach direction.

Ample warning is given when a flyover is being approached, first at one mile, then at half-a-mile distance, and finally at the flyover itself, just before the filter ramp. The preliminary signs give a brief indication of the flyover ahead, i.e. A45 Northampton 3m. After the third sign is a larger pictorial indication of the other roads joining the flyover. The signs are clearly legible for as much as a quarter of a mile by day or night. The exact point at which the filter starts is shown by Continental-type posts marked with three diagonals at 300 yards, two at 200, and ne diagonal just a 100 yards before the start of the filter ramp.

Drivers who are not going to travel the whole length of the Motorway would be well advised to memorize before they start the road number of the flyover at which they must filter out. For a driver who misses his filter ramp there is no stopping, teversing or turning round: he must press on to the next flyover, filter out, go round the roundabout, filter back on the other carriageway, and return to the one he has missed.



Seen from the A.A. spotter plane is the Broughton Flyover, where the A50 (Woburn to Newport Pagnell road) crosses

Overleaf is given an concise list of the chief rules governing driving on the Motorway. For the most part they are common-sense and do not radically alter the way of driving of those who are careful and safe at the wheel on conventional roads. points, however, call for particular emphasis.

The design factor of the Motorway is 75 m.p.h., and on looking at the road, with its magnificent visibility, its straightness and its huge width, it is difficult to visualize how an accident situation In fact, the most likely manœuvre leading to an accident will be when drivers pull out to overtake without being quite sure that they are not themselves about to be overtaken by faster traffic.

To avoid this, drivers should:

1. Always check their mirrors before changing from one lane to another to overtake.

Change lanes slowly, pulling across progressively from one lane to the other.

3. Use the right-hand lane of the three only when absolutely

4. Signal with winking indicator or trafficator well before changing from one lane to the other, and continue the signal until the car is completely in the other lane.

5. Before overtaking, estimate whether the vehicle they are about to pass is likely to pull out as well to overtake traffic in front of it.

It is a useful tip also to remember that flashed head lamps

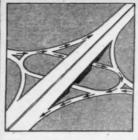
MAP OPPOSITE: The dotted section of the Motorway below St. Albans is not due for completion until the end of December. The restaurants and filling stations, and many of the "improved" roads in the south, are also still awaited

Bends are gradual, and the design speed of the Motorway throughout is 75 m.p.h. This, therefore, is the recommended maximum cruising speed





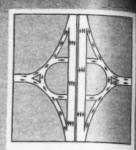
A How traffic turning right off the Motorway filters to the left



How traffic filters into the Motorway from left or right



C How minor roads cross without access to the Motorway



D Bird's eye view of the complete traffic flow at a flyover

MOTORWAY ONE ...



The filter ramps leading into or out of the Motorway run parallel to the main carriageways for some distance to allow traffic to accelerate or decelerate without disturbing the main flow

give a better warning to a driver in front that he is about to be passed than a horn, which he may not hear at speed.

In case of breakdown the car should be driven entirely on to the hard shoulder on the left of the carriageway, and the driver should walk to the nearest of the emergency telephones: they are placed at one-mile intervals beside each carriageway.

A point to check before joining the Motorway is that you have sufficient petrol for the distance you intend to go. Eventually there will be two filling stations and restaurants, as shown on the map, but they have not been built yet.

Tyre pressures for constant high speeds are extremely im-

Tyre pressures for constant high speeds are extremely important. They should be checked in accordance with the maker's recommended figure when the tyres are cold, and increased by 4 to 6 lb if very high speeds are to be sustained.

Prospects

The table below gives an idea of the gains and losses of distance and time when the Motorway is used between key points. The times given are pessimistic because an average speed of 50 miles in the hour has been taken as the mean speed for can on the Motorway; in fact they are likely to be higher, and it is probable, judging by Continental motorway experience, that many drivers will regularly take little more than an hour to cover the 69 miles. (The table was prepared by the Road Research

More important than the saving in time will be the reductions in accidents, vehicle wear, fuel consumption and nervous energy on the part of the drivers. With modern vehicles, sustained cruising at a reasonable speed is far less wearing on all com-

ponents than normal stop-start driving on all-purpose roads.

The benefit of the Motorway will not be appreciated in full until the northern section from Crick to Doncaster is built. Work is in hand on the bridges for that road already, but the carriageways are awaiting the final planning authorization. We trust that Mr. Marples will make this one of his most urgent responsibilities. J. S. M. B.

Reminders from the HIGHWAY CODE

- Drive at a steady cruising speed comfortably within your capacity and that of your vehicle.
 After entering the left-hand traffic lane, stay in it long enough to accustom yourself to the speed of vehicles in that lane before attempting to move out into a faster lane to overtake.
- Keep within the carriageway lane markings, and cross them only when changing from one lane to another, Before chang-ing lanes be sure it is safe to do so. Do not wander from lane to lane.
- 4. Do not drive too close to the vehicle ahead of you in your lane.
- Overtake only on your right, and before pulling out to over-take watch out for and give way to traffic already in that lane. Give a clear signal of your intention well before you change
- from one lane to another.
- Do not stop on the carriageway. In the event of emergency pull on to the verge on the left. IF YOU SEE A KNOT OF VEHICLES IN THE DISTANCE, WHICH MAY MEAN THAT THERE HAS BEEN AN ACCIDENT, REDUCE SPEED AT ONCE AND BE PREPARED TO STOP.

Next week's article on Advanced Driving will deal with the Motorway.

Journey			Present route	Average time saving in mins.	Extre mileage
London (central) to Birmingham					
Birmingham		***	A41	44	1 .
Birmingham	1		A40	41	-5
Bedford	000	400	00		-2
Coventry	***	***	99	30	2
Leamington	***	***	00	31	1
Leeds		***	A5/A426	-2 27 33	1
Leicester	***	***	A5/A426	27	
Leicester	***	***	A5/A50	33	-3
Liverpool	***	***		31	3
Luton	***	***	19	13	-!
Manchester		***	. 22	29	
Northampton		A5/A508	30	2	
Northampton		AS/ASO	30 33 27	-3	
Nottingham		400		20	-4

Journey London (central) to			Present	Average time saving in mins.	Extra
Sheffield	***	404		-2	-
Stratford-c		IB	-	2	,
Warwick	***	***		24	4
Slough to					
Birmingha	m			4	13
Covencry	000			14	5
Leicester	445	***		14	-0
Northamp		100		19	-2
Luton to					-
Birminghas				18	1
Coventry		200		18	i
	***	***		- 3	
Leeds	000	***		3	-4
Leicester	***	***		17	- 7
Manchester		000	-		3
Northampi	ton	***		15	-3

Journey Bedford to			Present	Average time saving in mins.	Extra
Birminghan		***		7	7
	***	***		7	11
Manchester		***	-	0	
Liverpool	***	***	-	7	
Northampton to			:	5	1
Birmingham					
- Coventry Manchester	489	***		3	4
		000		2	1
Liverpool	***	***			
Average		***		16.2	1.7

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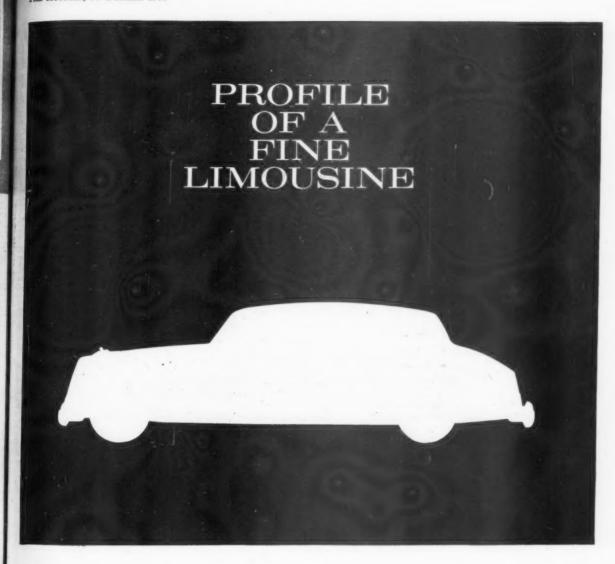
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It's the new Armstrong Siddeley Star Sapphire Limousine. Mechanically, it's the same flawless piece of automobile engineering that has brought tributes from technical correspondents everywhere. But the limousine body has been splendidly re-styled: it's longer, lower and even better-appointed than before. There's a larger rear compartment with wider, deeper seats so that altogether seven people can travel in ambassadorial comfort. And there's more luggage space too.

Power steering and disc brakes, of course, but the synchromesh gearbox is now standard and the automatic gearbox optional. Another excellent option is the air-

conditioning system, which provides the extra blessing of positive cooling, as well as humidity control. That means you're completely independent of the weather—cold or hot.

This Star Sapphire Limousine is a luxury car that has been styled for comfort to the 'nth degree. The wonder is that such prodigal comfort can be coupled to such refreshing performance.

SEE THE STAR SAPPHIRE RANGE ON STAND 133

THE NEW STAR SAPPHIRE LIMOUSINE

BY ARMSTRONG __ISIDDELEY BACKED BY THE RESOURCES OF BRISTOL SIDDELEY

See keeping dis gla me it's the the troat was stop away print Ima stop away print Ima spir do to Near cedde 100. Near cedde 100. Than on it





DON'T Four: HOME. JAMES, AND SPARE THE RUBBER!

By Ronald Barker and Peter Rivière

AST week the precarious journey of the Morris Mini-Minor through an Algeria fermenting with internal strife was described by the co-authors, who are both members of this journal's staff. Now they conclude the story of this 8,200-mile journey by recounting their experiences in Morocco, Spain and France.

September 19. Oujda, Morocco. Barker complains of being kept awake most of the night by sounds of aircraft and bombing in nearby Algeria. Off to gay Tangier today—a reasonable distance of only 413 miles. Will it, we wonder, be like the glamorous cinema city, full of smugglers and international conmen? After Algeria (mostly fertile and cultivated on our route) it's good to have another sight of real desert and camel herds, the quick road chosen striking inland across to Laroche, on the Atlantic coast, then north to Tangier. Here international road signs are painted on concrete slabs so vast as to dwarf the mad signs are painted on concrete slabs so vast as to dwart the mini-Minor, and can be seen-from a great distance; even forewarned S-bends can often be taken at 65-70 m.p.h. When we stop to snap an unusual sign, a Moroccan roadman first chases away a xenophobic dog, then poses beside it. He asks for a print when we pass again. "I am always here," he says. Imagine—a stretch of desert all your own, for life!

Vestedon a from wheel ran over a heavy lump of iron and

Imagine—a stretch of desert all your own, for life!
Yesterday a front wheel ran over a heavy lump of iron and kicked it up violently against the car's under-surface. Today, when passing over unmetalled diversions inches deep in fine white dust, where the road proper is under repair, sand-spouts spiral into the car just forward of a rear wheel arch; only then do we discover that our tin belly has been prievously punctured. Next stop is to pick up the stranded tower of a 180D Mercedes which has run a big-end—its first heakdown in nearly 100,000 miles. We squeeze three abreast in the front rather than shift luggage, and the Morris is complimented by comments on its tenue de la route.

At Fez we bravely enter through a gateway in the walls of

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on its tenue de la route.

At Fez we bravely enter through a gateway in the walls of this holy city, and drive into the highest compression ratio of Moroccan humanity you ever imagined. "Left," suggests Barker, and Rivière drives the car straight down an almost perpendicular passage terminating in a sack's bottom. The deacent had seemed too steep for a front-wheel drive ascent, but the Morris, perhaps equally ill-at-ease in these intimidating surroundings, rushes up again without hesitation.

As we drive away, a glance over the hot concentration of



Heading: There's nothing novel about functional designyou have to have it, even in Morocco. But it may be centuries before they progress from the static, like these mud-dwellings, to the dynamic, like the Mini-Minor.

Above: It doesn't rain here often, but when it does, take it easy through the wadi! A friendly roadmender gives proportion to a typical Moroccan road sign

Below: This way into the ancient and holy city of Fez. Inside you would be better off on a donkey, for even a Mini-Minor feels vast in its narrow alleys







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Left: A last backward glance over Malaga, almost lost in an evening haze, during the climb inland over the Puerto del Leon. Right: Both feet off the ground at the International Bridge near Tangier: telescopic barriers for this railway crossing have independent coil spring suspension

MINI-GO-ROUND . . .

white roofs of old Fez chills the spine—no place for European gate-crashers. In the new city, on higher ground a few miles farther on, the contrast is absolute; while we swill glasses of Moroccan beer, unexpected numbers of British cars mill around American and Continental rivals. It's not yet time for lunch, so we'll eat at Petit-Jean; but when we get there it's been renamed Sidi Hacem since the French left, and the hotel mentioned in our road book seems to hour goods with them.

named Sidi Hacem since the French lett, and the hotel men-tioned in our road book seems to have gone with them.

A small restaurant is found, however, where we eat beside a bicycle and where the air seethes with dissension between the proprietress (who rasps and screams like a chippy's shop busy with sandpaper and saw) and an equally indignant customer. A few miles farther, deserted customs sheds at the old boundary between former Spanish and French zones appeal as a potential drive-in café or filling station.

After release from a military road block miles from anywhere ("What arms do you carry?"), we approach customs authorities at the southern extremity of the so-called International Bridge leading to Tangier, where also a novel form of telescopic level

reading to I angier, where also a novel form of telescopic level crossing barrier is snapped. In the city itself driving manners are aggressive, but Mini-Minors have a subtle way of slipping through unnoticed while the big boys play "mudguards."

All the best people, they said, stay at the El Minzah; and here they all are, every one disguised behind dark glasses and looking internationally mysterious. Even morning coffee is taken in the central patio, before the sun is high enough to pour into it, behind tinted lenses. A luxurious hotel, it suffers in these to be to walk as for to some bedrooms as a miner to that one has to walk as far to some bedrooms as a miner to the coal-face. An intelligent porter is sent off to book a ferry for the morrow; as it's Sunday, no boats run to Gibraltar and one must cross direct to Algeciras, in Spain. We visit a friendly Briton and his wife, residents here, who say Tangier has lost most of its glamour, and its international cloak is slipping away. Later, we take a furtive peep under the cloak and find it pretty threadbare. 413 miles.
September 20. Down to the docks, where a scruffy but friendly

urchin without uniform is entrusted with passports and carnet, and completes all formalities without our even meeting authorities. As expected, no one even mentions those currency forms given us when we entered Morocco. The drive-on Spanish ferry feeds us an indifferent lunch as we slip past the famous Island. Spanish customs and immigration people operate on the boat—now, why can't they do that on English cross-Channel services? A large sign on the car deck wall says in English: Put Brake.

When the boat docks a storm is just about to break; we turn east along the coast road for Malaga, and a deluge gradually puts the fire out—4-3-2-1-nil! While waiting for the rain to subside, Barker fishes out a polythene bag and elastic band, mops the distributor cap and provides it with a mackintosh. Wish the rain would stay mainly in those plains.

Today (Sunday) this corniche road along the Costa del Sol is fouled up with hordes of U.K. cars wearing Gibraltar GBZ plates. Some creep about with dollies dangling and stuffed 2008 reclining in the rear windows, while others indulge in round-the-blind-corner picnics. It could be August Bank Holiday anywhere back home. Obviously this scenically rewarding road has become a tourists' paradise, with gaily decorated clubs and restaurants between the freshly whitewashed coastal villages. An old 4½-litre Bentley (British Racing Green, old boy) is

An old 43-life bettier (British Rading Green, one 2017) a spotted in a private garage.

Dunlops are disengaged from obstinate tram lines in Malaga (looks a rather fine place, but we must dash through, as usual) and rolled over the Puerto (Pass) del Leon towards Granada—in rolled over the Puerto (Pass) del Control (Pass) del C and toned were the related (reas) del Lech towards Grandas-al long, splendid climb with superb backward views over Malaga and the Med. A memorable run follows as the sun retires-awe-inspiring views in glorious Technicolor of the gaunt Sierra Nevada as they are slowly swallowed up by night. At the highest point of the Alozana Pass a Spanish-registered Beardmore

taxi suddenly appears.

Barker had always wondered whether Granada was at all like the one at Tooting Bec, which it isn't. Here we are at once encircled by good-natured touts for the numerous hotels. Soon fixed up, then out to dine at a restaurant, where the menu is multilingual. Some dictionary translations are unprintably suggestive, but we like heifer meat, Bolado new food, plentiful









Left: Hardly a notion of sin remains in not-so-International Tangler. Perhaps the old man is stalking out in disgust. Right: "And tell me, sir, do you find it economical?" It's no good, Rivière, she can't understand your Spanish

and meat with potatoes, tomatoes and salad increase (en salada amenta). Alas, no paella (Spanish rice) on the menu.

Afterwards we climb to the Alhambra for an earful of flamenco guitar and an eyeful of real Spanish dancing—absolute perfection of movement and style, performed with infectious enjoyment. Cannot think why the promoters have seen fit to degrade the abow at intervals by injecting pop-song jazz with a soppy crooner. 185 miles.

September 21. Rather overcast morning, with heavy clouds spilling over the peaks of the Sierra Nevada as we leave Granada, so no hope of photographs. The road is up-and-down to Jaen; at Bailen N IV is joined and, apart from a few indifferent stretches, it is mostly first-class high road to Madrid and lined with enticing-looking eating places. These suddenly disappear at lunch time, so we have to make do with Juan's café for lorry drivers. Only other diners are an English party eating out of a phrase book. Rivière saves our faces by almost shouting our order in broken Spanish; Barker is duly surprised when edible food appears as a result

food appears as a result.

Madrid looms up in the middle of its plain soon after lunch, but a few miles out the car suddenly shies; this time the rear damper mounting on the offside suspension arm has failed. At least our game little car tactfully plays its tricks within easy reach of help—this time Senhor San Basilio, of Madrid's Morris distributors. Proud Spanish mechanics with machine-shop facilities insist on making a complete new stub axle and damper pin, although we would prefer a get-you-home botch. San Basilio directs us to a quiet hotel, reached in a taxi with an immeasurably optimistic driver; so far, one must admit, he has survived. The Grand Hotel Velasquez is first class; Barker even has a thermometer to measure bath water temperature—38degC for getting in.

has a thermometer to measure bath water temperature—38degC for getting in.

Sherry is then taken in the middle of the road (they do that in Spain), after which follows a search for food. Barker insists on real paella in a real Spanish dive; Rivière tackles a native (in agricultural Spanish-Portuguese) who suggests somewhere "bueno, bueno", which sounds very three-star. Lookl It's the Jockey Club, where only American is spoken, and you can hear the glug-glug-glug of the oil wells; but there is paella on the menu. Afterwards there are cumulative percentages on the bill for service, luxury and municipality, but most patrons would not notice them.

During our stroll back to the hotel a violent argument starts

when Barker claims to have just seen a goat in a shop window.

223 miles.

22 September. Barker's sanity is redeemed this morning when, walking to the garage, Rivière suddenly spots a goat in a shop window. As promised, the car is ready before noon with its new stub pin, brakes adjusted and wheels changed fore and aft. At 2 p.m. sandwiches are washed down with Amontillado and coffee on the summit of the Somosierra; beyond the pass we divert off the main road and take to country by-roads, at first loose-surfaced but later well metalled. This route to Soria is practically free from traffic and, inter-

(Continued on page 541).



Above: Long evening shadows spread over the mountain tops beyond the summit of the Alozana Pass in Spain. Cannot imagine what that man is looking at—we only stopped for the picture

Left: "We'll have to go home today. I make that only £8 between us." The motel is the Résidence du Golf at Le Touquet. Right: Final tour d'honneur: the photographer on London's Blackfriars Bridge said our first run was no good, do it faster





Hillman Minx Illa

EASIDRIVE
AUTOMATIC TRANSMISSION



The new radiator grille helps to identify the latest Hillman Minx from the front: it also enables more air to reach the radiator matrix

HANGES in the Hillman Minx for 1960 tend to be overshadowed by the provision, at extra cost, of the Easidrive fully automatic transmission. For the first time a production 1½-litre model is available with automatic drive, and the operation of the Easidrive when put to the test confirms that great credit is due to the Rootes Group and to Smiths Motor Accessories. The transmission is a joint venture of these two companies, and is built in Smiths' new factors at Witney Oxfordshire.

new factory at Witney, Oxfordshire.

Apart from the availability of this important extra, Minxes in current production differ in several ways from their predecessors. In latest Series IIIa form, the four-speed gear box of the standard models has improved gear ratios, second and third being higher and closer to each other. There is a central, floor-mounted change, but a steering column lever is available in export markets. Modifications in manufacturing technique are claimed to have improved the change mechanism. Engine power has been increased from 52.5 b.h.p. (gross) to 56.5 by using the inlet and exhaust manifolds of the Series III Singer Gazelle engine, in conjunction with a different carburettor. The brakes have kept in step, with an increase in diameter of one inch.

In general the lines of the latest cars are closely similar to those of the previous models, but it is very easy to identify the IIIa. The windscreen is appreciably deeper and 1½ in wider, giving 21 per cent more area. The radiator grille is a little different, and it permits a greater volume of air to reach the matrix itself. The rear quarters are distinctly changed, each wing line now curving round the tail lamps cluster and cutting across under the registration plate to link up with its opposite number. Some Chevrolet inspira-

tion is detected in this arrangement. Head lamp hoods are now painted instead of plated, and there is a new paint demarcation line for cars ordered with duo-tone finish.

In previous years, far less ambitious systems of two-pedal control have been introduced on cars of comparable size, but each has been rejected by the motoring public. There is no fear of a like reception for the Easidrive fully automatic system. It does a first-rate job, without absorbing any more power than does a conventional gear box. This problem of the power absorption of other automatic transmissions has, of course, been a major reason for not extending their use to cars of modest engine size. In the SmithsRootes system power loss is avoided by making use of two magnetic powder couplings, and there is the additional benefit that the Easidrive is only a little heavier than an orthodox gearbox. The technically minded were shown in The Autocar of 4 September how the magnetic theory is put into practice.

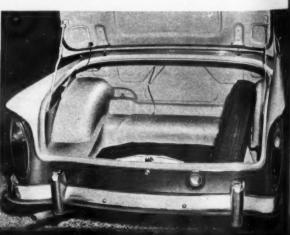
When driving, one finds no major differences between Easidrive and the American-born hydraulic systems. Minx buyers who specify Easidrive, however, are likely to be having their first experience of automatic drive, and its operation is, therefore, of special interest. A steering column selector lever is used, similar to that fitted for a manual change box, and above its mounting is a small panel showing the driver what orders he is giving. The positions, from left to right, are D, 2, N and R. From the N for Neutral setting, the lever may be moved smoothly to 2 and D, but as a safety precaution it must be pulled towards the driver before Reverse can be selected. As a further safeguard, the starter motor, operated by the ignition key,

Under the fresh air trunking for the heater, on the far side of the engine, are most of the electrical controls for the Easidrive automatic transmission.

Another unit, partly visible here, is attached to the carburettor. Components requiring regular attention are easy to reach, and the spring-loaded bonnet is self-supporting.

Tools, including the jack, are mounted to the right of the spare wheel. There is considerable luggage space for a car of such compact dimensions. The locker lid is supported by struts with over-centre hinges





Four o'clock.

Schools emptying.

Raining too. Slippery.

There they are.

Ease down.

They're going to cross. Brake.

Change down. More brake.

(These tyres do hold her steady).

Nice smooth stop.

All across, safe and sound.

You too, will

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teel saferbe safer-on



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Smeet 18

Hillman Minx IIIa . . .

is wired so that it will operate only when the selector is in Neutral.

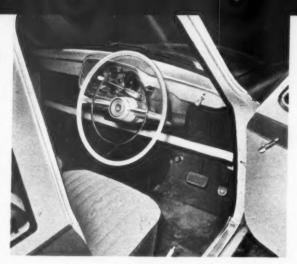
Assuming the engine to be ticking over, the driver simply selects D, and from the time the throttle is opened changes between the three gears take place automatically. On the car tested there was about an inch of free movement on the throttle pedal, and thereafter a rather stronger pressure than average was required to increase engine speed. Even so, there were no jerks when pulling away from rest. As the engine r.p.m. rise, the drive takes up smoothly and progressively; even when the throttle is snapped full open with the car at rest there is no snatch. If full throttle is maintained, the Minx motors briskly up to 22 m.p.h. before the transmission changes automatically to second. Thereafter top engages when the speed reaches 46 m.p.h. As operation of the change mechanism is affected by load as well as road speed, upward gear changes take place at lower speeds than these maxima if the throttle pedal is eased back.

Other automatic transmissions have been accused, in some of their forms, of showing a reluctance to change down when called on to do so by the driver opening the throttle wide. The reverse is true of Easidrive and, while the fault is in the right direction, most drivers would like to be able to get second and top at lower speeds than is now possible. From rest, the lowest speed at which second can be engaged—by closing the throttle completely—is 12 to 13 m.p.h., but appreciably higher speed must be reached before the throttle can be reopened for gentle acceleration without first gear re-engaging. This tends to make the car a little fussy in stop-start driving in heavily congested streets.

This eagerness to hold low ratios protects the engine from being made to pull hard at low engine speed in any gear, but the extent to which second is retained in average city traffic conditions is a little excessive. It is possible—again by fully closing the throttle—to get top at 25 m.p.h., but any attempt to feed more power through to keep up with the traffic stream brings second back into use. This applies until the road speed reaches about 32 m.p.h. It means, in practice, that when the traffic speed averages something in the twenties, Easidrive keeps second gear in use. This sensitivity of the change mechanism to throttle opening is reflected in the smaller-than-usual number of acceleration figures recorded on specific ratios.

On the open road this characteristic becomes a benefit. In second or top the next lower ratio may be regained instantly at speeds nearly up to that gear's maximum, simply by opening the throttle wide. This makes for quick, easy overtaking, and the changes are speedy without being fierce. The sporting driver, particularly, will appreciate the way in which intermediate can be held without fear of any slight reduction in throttle opening causing an unwanted change-up.

Special requirements for driving on icy roads, or with heavy loads down long hills, are met by position 2 of the selector. This keeps intermediate gear in use all the time, and enables the usual maximum in this ratio of 46 m.p.h. to be pushed



What looks like an orthodox steering column gear lever is, in fact the control for the Smiths transmission, which has an indicator panel in front of the driver. The pull-up hand brake lever beside the seat is easy to reach, and positive in action

up to more than 50. The ultimate speed at valve bounce point is 58 m.p.h. Starts from rest should not be made in position 2, because bottom is not used in this range. The Easidrive has no Park position. In other words, the transmission cannot be locked while at rest, as can other types. On the Minx this is of no consequence whatever, owing to the particularly good, well-sited hand brake.

Another feature of this new automatic transmission is that it does not complicate manœuvring following a cold start. This is partly because the r.p.m. required to make the car move backwards are higher than the engine characteristics alone would demand. The choke is linked with the throttle, but may be kept partly open without causing the car to "run away" when D is selected. Care must be taken that the car is fully at rest before any change is made between Drive and Reverse, and it is therefore not possible to "rock" the car at a steady throttle opening when stuck on soft ground. No problem of creep arises at stops in traffic.

There is considerable complication in the Easidrive electrical layout, but motorists will accept the manufacturers' claim, which we can endorse, that the system has been offered to the public only after extensive reliability tests. Time, and the experience of thousands of private owners, will establish reliability beyond doubt; but buyers will find that if the worst comes to the worst they can still get home. There is a reversible connector under the bonnet which, by being plugged in upside down, will cut out the control unit, governor, solenoid and dynamo, substituting battery current only. Bottom can then be engaged by selecting 2 and top by selecting D. In these emergency circumstances intermediate is not available.

Minxes have been the subject many times of full Road Tests in The Autocan, and when the 1½-litre engine took over from the smaller unit, a convertible was selected for test. This was exactly a hundredweight lighter than the model under review. Up to 60 m.p.h. the new, greater

The latest Minx has more glass, the windscreen area having been increased by more than 20 per cent. All doors are hinged at their leading edges





Hillman Minx

From the rear the Series Illa is particularly easy to spot because of the new wing lines and longer, flatter treatment of name and number plates. The fuel filler is near the centreline of the car, and is conveniently angled

power output counteracts the weight handicap as compared with the convertible. Gear change speeds seem to be the optima for acceleration; there is nothing to be gained in this respect by using intermediate hold. The Singer manifolding, however, shows the greatest benefit when accelerating over 60 m.p.h. Between 60 and 70 m.p.h. the latest saloon took 4.4 sec less time than the lighter convertible. Maximum speed is 79 m.p.h., which the car will hold steadily and without much sign of strain even though the engine is working hard at this speed. For long distance the happy cruising speed is in the early sixties, at which engine and wind noises are slight, and there is no suggestion of the power unit being appreciably stressed.

In spite of extra power, the Series IIIa is no more greedy in its fuel consumption than the 1959 cars, except that the automatic transmission slightly increases consumption in town driving. The Road Test of the convertible showed a range of 27 to 36 m.p.g., which holds good for the latest car. The overall figure of 28.0 m.p.g. in the present test is only fractionally less than before. In town driving the figure drops to 25 m.p.g.. Petrol tank capacity, at 7½ gallons, allows a total range when the car is driven hard of no more than 200 miles.

An increase in diameter to 9in has been given to the Lockheed brakes, which fully meet the car's requirements. The actual degree of retardation is appreciably greater than before, with a miximum of 85 per cent compared with 77 previously. This is obtained for a pedal pressure of 105 lb, almost exactly the same as the maximum pressure previously required. This pedal load is a little higher than the average, but not more than a lady driver can manage without difficulty. The brakes come on four-square, and progressively. The hand brake is beside the driver's seat, on the right in a right-hand drive car. It could scarcely be easier to reach and is completely positive in action.

Other aspects of the Hillman Minx Series IIIa are so like those of the previous model that a summary will suffice here. In production since 1931, the Minx is much a case of Plus ça change, plus c'est la même chose. It started as a compact but roomy four-seater family car in the height of contemporary fashion; for 1960 it remains in exactly the same category. Yet today it seems to have an extra touch of style compared with most of the fashions of the time.

Hillman suspension gives a firm but comfortable ride, and the amount of roll when corners are taken fast is limited. Seating has been improved by the incorporation of a foam rubber overlay, and the seat adjustment—as advocated in an earlier Road Test—now allows the driver to get farther back from the steering wheel. Tall drivers, however, would like to be able to move the seat even farther back and, by thus straightening the legs, obtain more support for the thighs.

Occasionally there is some sharp vertical motion when the road surface is poor, but the ride as a whole is good, in both front and rear compartments. Head and leg room at the rear are fully adequate.

The steering at 3½ turns from lock to lock is sensitive in the European tradition, but could be a little lighter and smoother, particularly when considerable lock is in use. No road shocks are transmitted to the wheel. Minimum turning circle on full lock between kerbs is 35ft 2in and the maximum between walls 39ft 6½in.

There is plenty of luggage space, and the compartment lid has an easily operated catch encircling the lock. When this is turned, the counterbalancing starts the lid off on its upward journey. Opening the locker with one hand is therefore simple.

The head lamps give a range and spread which are entirely satisfactory. In conjunction with the latest, muchimproved driver visibility, relatively fast travel can be



There are separate front seats and each door has its own plated slam handle. For the driver and front seat passenger there is an ash tray beneath the instrument panel, and in the rear compartment a single tray in a front seat back rest. The windscreen pillars are appreciably thinner than of old

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THE HARSHAW CHEMICAL COMPANY, after years of research and development work, was the first to find that a sulphur-free nickel gives greater corrosion-resistance. This fact led to the development of the Harshaw Perflow nickel plating process.

Further research showed that use of the sulphur-free Perflow nickel deposit as a base coating, followed by a bright nickel deposit from a compatible bath, would give a Duplex deposit with a further improvement of corrosion-resistance.

Accelerated tests and outdoor exposures by leading car manufacturers and parts suppliers indicate that the Harshaw Perflow-Perglow Duplex nickel plate is comparable to and frequently better than buffed dull nickel and is unequalled by any bright nickel. This process provides the ideal nickel base for first quality chromium plate.



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1959

Hillman Minx Illa EASIDRIVE . . .

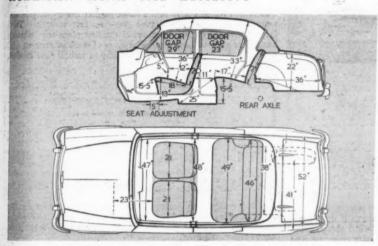
achieved safely by day or night. Courtesy lights operate automatically when a door is opened. There is no reversing lamp fitted as standard equipment.

On the car tested was the optionally extra heater-demister, and Ekco push-button radio. Test conditions were too warm for the heater to be assessed, but it is known by experience to be a thoroughly efficient unit. There were no vibrations from it, such as have been noticed on earlier models. The radio was of high sensitivity and good tone,

and the volume could be turned up to counter the effects of high-speed travel without loss of sound quality. Stations can be tuned and locked to the buttons in a moment.

The Series IIIa Hillman Minx has even more appeal than its famous forebears. It serves the family motorist admirably in terms of accommodation, manœuvrability, performance, and economy of operation. The Easidrive transmission at an extra £88 (£125 inclusive of purchase tax) is expensive but appreciably less so than the automatics offered for larger cars. It succeeds in taking much of the work out of driving, and does not suffer from any important shortcoming.

HILLMAN MINX IIIa Easidrive



Scale fin to Ift. Driving seat in central position. Cushions uncompressed.

PERFORMANCE-

ACCEL	ERAT	ION	TIME	S (n	iean):			
Speed	range.	Gear	Ratios	and	Time	in	Sec.	

m.p.h.		-	itermedia	
				13.53 to 1
20-40		-	7.9	_
30-50		-	9.9	_
40-60	* *	15.8	-	-

From rest through gears to:

30	m.p.h.			7.7	sec
40	99			11.8	99
50	99	•	*	17.3	99
60 70	29			26.7	99
70	91		*	39.4	23

Standing quarter mile 23.8 sec.

MAXIMUM SPEEDS ON GEARS:

Gear		m.p.h.	k.p.h.
Top (me	an)	79.0	127.1
	est)	79.0	127.1
Intermediate (D)		46.0	74.0
Intermediate (2)		58.0	93.3
Low		22.0	35.4

TRACTIVE EFFORT (by Tapley meter):

			Pull			ivalent
_		(lb	per t			adient
Тор			105	1	in	21.3
Intermediate			300	1	in	7.4
* Full throttle	not	availa	ble a	t ma	IX.	torque
r.p.m. in top.						

BRAKES (at 30 m.p.h. in neutral):

Pedal load in lb	Retardation	Equivalent stopping distance in ft
50	0.41g	74
75	0.72g	42
105	0.85g	35.5

FUEL CONSUMPTION at steady speeds:

_	-		Direct	Top
		m.p.h.		m.p.g
	40	22	39.4	22
	50	31	36.4 26.8	22
	70	99	22.8	93
1		22	2010	23

Overall fuel consumption for 1,247 miles, 28.1 m.p.g. (10.07 litres per 100 km).

Approximate normal range 27-36 m.p.g. (10.46-7.85 litres per 100 km).

Fuel: Premium grade.

TEST CONDITIONS: Weather: dry, zero

m.p.h. wind. Air temperature: 60 deg. F.

Model described in *The Autocar* of 4 September, 1959.

STEERING: Turning circle:

Between kerbs, R., 35ft 2in. L., 37ft 9.5in. Between walls, R., 37ft 0in. L., 39ft 6.5in. Turns of steering wheel from lock to lock, 3½.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80
True speed:	12	21	30	39	49	59	69	79

- DATA -

PRICE (basic), with de luxe saloon body and standard transmission, £539.
British purchase tax, £225 14s 2d.
Total (in Great Britan), £764 14s 2d.
Extras: Easidrive transmission, £124 13s 4d including tax. Radio to choice. Heater £12 15s.

ENGINE: Capacity, 1,494 c.c. (91.2 cu in), Number of cylinders, 4. Bore and stroke, 79 × 70.2 mm (3.11 × 3.0 in), Valve gear, Overhead, pushrods and rockers. Compression ratio, 8.5 to 1. B.H.P.: 53 (n.t.) at 4,600 r.p.m. (B.H.P. per ton laden 43.4).

Torque, 83th ft at 2,000 r.p.m. M.P.H. per 1,000 r.p.m. in top gear, 16.1.

WEIGHT: (With 5 gals fuel), 21.43 cwt (2.401lb). Weight distribution (per cent): F, 57.7; R, 42.3. Laden as tested, 24.43 cwt (2,737/b). Lb per c.c. (laden), 1.85.

BRAKES: Type, Lockheed F. 2-!eading-shoe. R. leading and training. Method of operation, hydraulic. Drum dimensions: F, 9in diameter; 1.75in wide. R, 9in diameter; 1.75in wide. Lining area: F, 60.5 sq in; R, 60.5 sq in (99 sq in per ton laden).

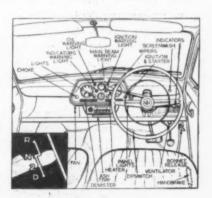
TYRES: 5.60-15in. Pressures (lb sq in): F, 24; R, 24 (normal).

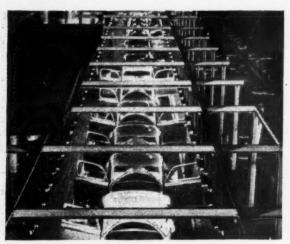
TANK CAPACITY: 7.25 Imperial gallons. Oil sump, 8 pints. Cooling system, 12.25 pints.

DIMENSIONS: Wheelhase, 8ft. Track: F, 4ft lin; R, 4ft 0.5in. Length (overall), 13ft 6in. Width, 5ft 0.75in. Height, 4ft 11.5in. Ground clearance, 7in.

ELECTRICAL SYSTEM: 12-volt; 38 ampère-hour battery. Head lights: Double dip; 50-40 watt bulbs.

SUSPENSION: Front, independent, coil springs and wishbones. Rear, ave axle with semi-elliptic leaf springs.





Standard-Triumph contribute a further 30 per cent. Jaguar and Rover together share most of the remaining 4 per cent, leaving the specialist companies with only 1 per cent of the national output. BMC and Ford are, of course, among this country's largest firms: BMC employ about 70,000 staff and achieve annual sales of the order of £270 million. Ford's annual turnover, on the other hand, is valued at some £230 million, while their workforce numbers about 50 000. By any standards these are vast undertakings—indeed BMC was recently ranked by the American journal Fortune as the ninth largest industrial concern outside the United States.

Of the million cars produced this year over one half will be exported. But whereas the export market is booming, the level of home sales is slightly below last year's figure. This curious situation certainly does not reflect a poor home reception for British cars—public interest in new models has never been higher, and waiting lists are longer than they have been for years. The reason for this drop in the home market lies entirely in the manufacturers' inability to turn out ca.. fast enough. Two factors have led to this difficulty; in the first place the industry has of late suffered from a tragic number of work stoppages; and secondly, the transition to a wide variety of radical new models

A MILLION CARS A YEAR

In 1958 the British motor manufacturers managed to turn out one million cars. This year it looks as if that target should be heaten easily. Bearing in mind the production difficulties that have plagued the industry over the past few months, this output is no mean achievement. But next year the industry should move into top gear; there is little doubt that production should then soon reach the 1½ million mark.

These figures mean much more than additional numbers of cars on the roads. Most obviously they involve employment. On the latest reckoning almost half a million men and women are working in the motor industry; just over half of these are employed by the vehicle manufacturers, while the rest are working on the production of equipment and related parts.

One is always hearing about strikes and dismissals in the motor business. Yet seldom is there a reminder that this is one of Britam's biggest single manufacturing industries; that despite sharp variations in the public's seasonal buying pattern, these companies maintain their workforce almost intact throughout the year; and that their workforce almost intact throughout the year; and that their workforce almost intact throughout the year; and that their workforce almost intact throughout the year; and that their workforce almost rakes home £11 a week—equivalent to about 46 hours at 48 8d an hour. In comparison, the average car worker earns as much as 6s 6d an hour and takes home over £15 at the end of the week. Over the motor industry as a whole this represents a total buying power of almost £400 million—quite a cheering figure for a nation of shopkeepers.

The motor industry is not only one of the nation's largest employers: it is also a major consumer of raw materials. For instance, of the 15 million tons of finished steel produced in this country in a year no less than 1½ million tons goes into the manufacture of cars and commercial vehicles.

The motor industry is, of course, also one of our best exporters, For a country which lives on foreign trade it is comforting to know that in the motor business we have an industry which this year should bring in a record £300 million in foreign earnings, over half of which is in hard currency. This is equivalent to que-tenth of our total exports.

Leaving out of consideration the commercial vehicle side of the business, and talking only in terms of cars, the industry is dominated by two giants—British Motor Corporation and Ford. These two companies account for two-thirds of total car output, with BMC retaining a narrow lead. Rootes, Vauxhall and

	CAN	-			P: OCTOBI er of people per c	131		
U.S.A.	***	***		3	France	 ***	***	10
Canada		***		4	Switzerland			13
New Zeals Australia		***	***	5	Belgium	 		1
Sweden	***	***	***	7	Germany			13
SWEGEN	120	***	***	10	iraly			4

has necessarily been accompanied by teething troubles on the manufacturing side, and these have slowed output considerably. In the event, total production is running only about 5 per cent above last year's level.

These production difficulties account for the fact that our main European rivals—Germany and France—have been forging ahead in the output race. Thanks primarily to the continuing success of Volkswagen, the West German output of cars will approach 1½ million this year. Meanwhile, the rapid expansion of the French industry is very much due to the popularity of the Renault Dauphine (of which over 200,000 were built in the first half of this year). If current trends continue it seems that British and French car output for 1959 will finish neck-to-neck at about 1.1 million units each.

But next year's prospects for Britain are more favourable in relation to German and French competition. This year's Show has demonstrated that Britain has an unequalled range of new, attractive models. When these come into full production next year it is likely that U.K. car output will move ahead quickly. Indeed, BMC already have their eyes on a millionunit output by the early 'sixties.

Whether or not Germany and France continue their rapid

BRITAIN'S OVERSEAS MARKETS

(Cars exported, by 1,000, in first eight months of year)

						1953	1959	chang
North Amer	rica	***		***	-	124	195	+ 57
Treditional*	***	***	***	***	***	97	67	- 31
Europe (exc	. Swe	den)	***	***	***	36	40	10
Elsawhere		***	311		***	53	54	- 2
Total	***	***	***			311	356	15
(VA-magalia	Marie	Zenland	Court	Alrian	C	den leel	then	

Australia, New Zealand, South Africa, Sweden, Ireland

BRITAIN'S TRADE WITH EUROPE

Exports to France Imports from France		***	***		***	***	1.0	1959 1.1 3.7
Exports to German Imports from Germ		***	***	***	***	***	0.4	0.4
Exports to Italy imports from Italy	***	***	***	***	· · ·	***	1.4 3.1	4.7

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TYRES

of a tyre whose tread, braced by steel cords, does not distort.

Michelin have II years of experience in 'X' tyre technique.



MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT

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THE ALL BRITISH SPARKING PLUG MADE IN RUGBY .

ENGLAND



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1959

MILLION CARS A YEAR . . .

expansion will depend primarily on the demand for Volkswagens and Dauphines. Looking at the glittering variety of competition that these two models face from Britain and from the Continent, one is tempted to reflect that continued sales success will demand a more aggressive pricing policy. In this respect, of course, Volkswagen and Renault are well placed, for concentration on large-scale production of a single model enables a manufacturer to adopt a flexibility in price-setting which is denied to the company which has spread its production over a wide range of models.

Britain's industry now looks as if it might soon be getting the best of two worlds; in particular, BMC's new rationalization policy might well allow the company to enjoy the advantages

of variety and of standardization.

The real strength of home demand in this country is revealed by hire-purchase statistics for last month; compared with September, 1958, these show a 64 per cent increase in the case of new car sales. Another sign of frustrated home demand is the extraordinary way in which second-hand car prices have remained high through the late summer, in defiance of the usual seasonal fall.

While the home market has been suffering these delays and uncertainties the export trade has been going from strength to strength. This year should see the number of cars exported from this country exceed the half-million mark for the first time ever. Indeed, there is some possibility that the year-end figures might show an export total for 1959 of as many as 600,000 cars.

Britain's outstanding export success this year has been achieved in North America. Although the Volkswagen and the Dauphine continue to be the most popular single imported

WORLD CAR POPULATION: OCTOBER 1959 (Estimated number of cars in use by million) BY REGIONS BY MAIN COUNTRIES North America Western Europe Australasia Latin America United States 20 3 2 2 U.K. France Canada Germany Australia

models on the U.S. market, Britain as a country continues to be the main source of foreign cars.

Total world car population: 92 million.

Six months ago there was much agitated speculation over the impact of the American "compact" cars upon foreign imports. Now that the Corvair, Falcon and Valiant have been unveiled, this threat does not appear such a menace. Of equivalent size to, say, the Vauxhall Velox or the Ford Zodiac, costing about \$2,000 when taxes and extras are taken into account, and offering fuel consumption figures on the wrong side of 30 m.p.g., these new models are likely to establish a midway position between the 20ft monsters and the smaller, cheaper, more economical European models. Having seen what the Americans have to offer, manufacturers in Britain and the Continent are happily predicting the sale of some 600,000 foreign cars in the

United States next year.

U.S.S.R.

If there is to be an obstacle to further North American sales it is more likely to be the American dealer than the "compact car. A large proportion of recent car imports have been produced by the European subsidiaries of American companies. In an effort to cash in on the demand for small cars, these have been brought in and sold through the parent companies' usual distributors. Once General Motors, Ford and Chrysler have put their own "compact" models on the market it will be interesting to see what their policy will be towards the products of European subsidiaries. However, from recent statements by Detroit spokesmen, it now seems that American manufacturers also view their "compact" models as being complementary to rather than competitive with the smaller European imports. But if pressure were put on dealers to refrain from selling foreign competitors, then such manufacturers as Ford Dagenham and

Over 500,000 400-500,000 300-400,000 200-300,000 100-200,000 Under 100,000	Peu Ford Stan	geot, l Color dard-T	ault Fiat a, Citroer Vauxhall, tne,	Rootes, Bor	gward, Daimler Benz d, Auto Union Jaguar
Comparative s	ize, I	958:			
			Sales	(£ m.llion)	Employees (thousand)
BMC			100	265	68
Volkswagen	***		X - 8	232	48
Renault			***	216	62
iac				213	03
ord U.K.				206	45
Daimler Benz				183	50

Ford Cologne, Vauxhall, Opel and Simca would be hard hit. These five companies together account for as much as a quarter of total U.S. imports.

So great has been the recent demand for British cars in North America that one in every four cars produced in this country is sold in these markets. Our traditional markets-South Africa, Australia, New Zealand, Sweden and Ireland-have been falling by comparison. Taking the first eight months of this year, exports from Britain to these countries show a contraction of over 30 per cent. Fortunately, however, there are good reasons for believing that these traditional markets will soon revive. Behind the recent contractions lies a general balance-of-payments difficulty caused by last year's drop in commodity prices. Now that the economies of these countries are on the mend there is every probability that demand for British cars will be restored.

A market that has proved surprisingly successful is Europe. Strangely enough, exports to the Common Market countries have gone ahead faster than those to "The Seven." British cars have been particularly popular in Western Germany and Indeed, the only Common Market country not to show an increase was the Netherlands; in this case the level

of sales was virtually unchanged.

When viewing the increase in exports to the Common Market it is only fair to point out that this country's imports from Italy, Germany and France have raced ahead even more rapidly. Despite the formidable difficulties which are placed on importers in this country, the present position is that Germany, France and Italy export four times as many cars to Britain as they import from this country. This European competition is, in fact, more severe than appears from the export-import figures. This is because Continental companies are likely to extend their production facilities in Britain. Renault, for instance, are currently engaged on an expansion of their London plant at Acton. Their example has already been followed by Simca and will certainly be followed by others. Stronger competition is to be expected also from Continental subsidiaries of General Motors and Ford. These companies in the past have left the home field clear to their British cousins, but a sign of things to come is the appearance of the first right-hand drive Taunus Fords in this country

A number of British companies have already taken steps to secure their position on the Continent. BMC and Standard-Triumph have arranged for their cars to be produced under licence in Italy. It is not unlikely that car manufacturers will soon be following the lead of commercial-vehicle manufacturers, such as Leyland, in laying down their own plants across the Channel.

			U.S	. CA	RI	MPORTS	
				(Cars	×	(000)	
Origin						JanDec. 1958	JanAug. 1959
U.K.	***	14.00		***	***	157	148
Germany France			***	***	-14	157 135 89 51	112
Others	48		445	-700	***	51	55
Total	ein.	-91	**	Sec.	ARI	432	447

TE

Accessories

New Swedish Idea

As a footnote to recent comments on safety belts, Volvo have introduced a new kind. It incorporates a normal lap new kind. It incorporates a normal lap strap, which saves anyone from being thrown forwards or upwards; and a diagonal harness, which prevents "jack-knifing." The picture shows the arrangement. There are three points of anchorage, one on the door pillar, a little below shoulder-level; another on the strong "chassis member" found at the sides of most steel-hull cars; and the third to the transmission tunnel.

Converter for Recorders

IN September we described a converter, priced at £3 18s, for operating a "mains" electric razor from a car battery. Manufactured by Valradio, Ltd., it is sold by C. Herrmann and Sons, Ltd., 111, High Holborn, London, W.C.1, who are now marketing more powerful converters for running a.c. "mains" equipment such as tape recorders and radios from a car

There are four models. Smallest is the Radio-Link at £6 10s, with an output of 40 watts, 200-240 volts a.c. It measures $8\frac{1}{4} \times 3\frac{1}{4} \times 2\frac{1}{4}$ in, and weighs $3\frac{3}{4}$ lb. Smallest model capable of running a tape recorder, the 45C Tape-Link is slightly longer, and weighs 4 lb. Output is again 40 watts, but the converter has a filter to eliminate "hum." The price is £8 5s. The 80B and 150B Tape-Links, costing £12 15s and £17 18s respectively, measure $13 \times 5\frac{1}{4} \times 4\frac{3}{4}$ in; the 80B weighs 14 lb and the 150B



A Remington mains or car-battery shaver



A converter for using mains equipment in a car

Temporary member of test staff driving a car by the tray of a child's seat

Below: Combination of diagonal harness and lap strap in a new Swedish safety belt



Output is 80 watts and 150 watts 18 lb. respectively.

A model 80B, used on test with a

Grundig TK5 tape recorder, gives a choice of 100, 115, 220 or 250 volts output. The converter emits a faint hum, not loud enough to interfere with recording if the microphone is a reasonable distance away. Current consumption is approximately 5-6 amps.

Recording and playing back were both entirely satisfactory, and no difference could be detected in comparison with mains supply. Good recordings were made with the car stationary or in motion, and it was also possible to play back radio set was also possible to play back radio set was also tried, with equally satisfactory results. All models except the high-capacity 150B will also work electric

It was felt that the necessarily thick-input leads of the 80B, which clip on the battery posts, are too short; and that the output plug does not fasten securely into its socket. Prices do not include postage.

Child's Car Seat

THERE have been many attempts to produce a comfortable, firm and safe seat in a child's size, for attachment to a normal car seat; it should be readily fitted and removed without damaging or marking upholstery, should be foldable for



stowage when not required, and it would be an advantage if it could be used away

from the car if necessary.

One of the more successful solutions of this multiple problem is to be found in the Cumffolda car seat, which satisfies most of the requirements, is stoutly and well made, and has a buckled waist-belt passing through a stout canvas loop to hold a child firmly in the seat. Attachment to the car seat is by long, rubber-covered metal straps which are sufficiently pliable to shape to a seat back, yet firm enough to hold securely. A tray, tube-framed like the seat itself, is easily attached or

removed from its pin-and-slot fastenings, Made by Shuresta (A. Mirecki), Ltd. Bayton Road, Exhall, Coventry, the Cum-fifolda chair costs £2 8s 3d from the larger accessory shops.

Shaver in the Car

A NEW Remington Auto-Home Shaver, announced on the eve of the Motor Show, is supplied with a lead for domestic use on mains (210-240 volts) current, and another lead complete with plug, and with bracket-mounted socket for permanent installation in a car, giving operation on 12 volts. Selection of one or other current supply requires only the turning of a small switch on the shaver body. Head of the Shaver has three sets of twin cutters, with roller-comb spacers between, and a test showed that it gave rapid and very com-

fortable shaving.

At the announcement of the new model a man having a 14-days' growth of beard, using an Auto-Home Shaver plugged into a Morris Mini-Minor battery supply, completed his shave in 1min 27sec.

Made by Remington-Rand, Ltd., Shaver Division, 26-40, Kensington High Street, London, W.8, the new model costs London, W £11 19s 6d.

Plastic Pedals

THE coloured plastic pedal pads called Polygrip have become available for the following cars:-

Austin A.30 (1953-6). A.35 (1956 onwards). A.40 and A.50 (1949-1958). Ford Anglia, Prefect and Popular (1955 onwards); Consul, Zephyr and Zoliac (1951 onwards). Morris Eight series I and 2 (1285 onwards). Series I (1939-1948): Minor I Chapter and Singer Gazelle (1954 onwards). Hillman Minx (1956 onwards).

Works, Nether Heage, near Belper, Derby-

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under the bonnet...

you will find — power for starting, the vital spark for ignition and the generator producing current for the battery and other essential equipment. The name on them — LUCAS — ensures dependable, reliable and safe motoring at all times.



QUALITY ELECTRICAL EQUIPMENT

FOR AUSTIN THE SHOW GOES ON NON-STOP

At the Austin factories the production lines are busier than ever. Work goes on round the clock. The Show may be over — but success breeds success. At Austin dealers' everywhere the show must go on—because the new Austins are cars that people want to see, to try, to buy. So now is the moment to stake your claim — for the particular Austin of your choice. And Austin gives you a choice indeed...a magnificent range in range of every pocket.





AUSTIN LOOKS YEARS AHEAD



A RANGE IN RANGE OF EVERY POCKET



AUSTIN SEVEN



AUSTIN A99 WESTMINSTER



AUSTIN A55 CAMBRIDGE MK I



AUSTIN A



AUSTIN HEALEY 3000



AUSTIN HEALEY SPRITE



METROPOLITAN



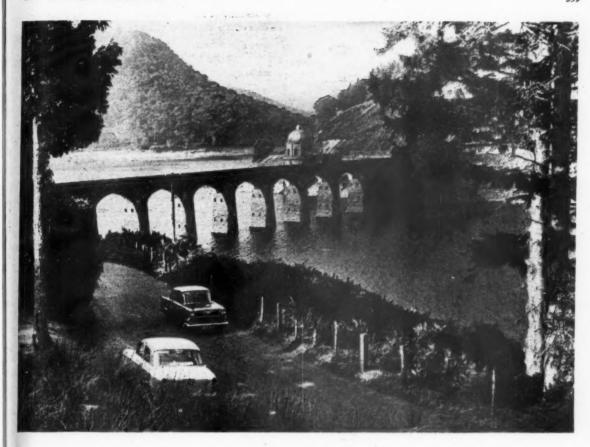
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THE WATERS are low beneath the arches of the bridge at Careg-ddu, in the Elan valley

Correspondence

Collan Oil

Reminder from Wales. I think Collan oil (16 October) may be similar to the Colza or Cole-seed (Rape) oil I knew 60-odd years ago. This was used in hand lamps and lanterns of those days because it gave a white light without smoke. It was also used to soften leather. Being of vegetable origin, it was considered better than any mineral oil. A very similar oil was used in the cycle lamps of that period.

Abergavenny, Monmouthshire. R. B. SMITH.

Caravan View-through

But Cars Become Lower. I am glad to see that in your issue But Cars Become Lower, I am glad to see that in your issue of 2 October both The Scribe and John Yoxall stress the desirability of a view through the end windows of a caravan from the inside driving mirror of a car. This view very greatly assists the caravanner in extending the maximum courtesy to following traffic and assisting it to pass at the earliest possible moment. It is gratifying to see that more of the caravan manufacturers who specialize in touring vans are endeavouring to give us lower end windows.

Unfortunately, these efforts have to contend with a steady trend towards lower bodies in the car industry, and I hope you will use your influence with the car manufacturers and their public to ensure that the lowering of bodies goes only so far as is necessary for good road-holding and reasonably good looks, and is not carried beyond that point for the sake of exaggerated styling. Even from the point of view of a motorist who is not a caravanner, I would have thought that many cars are too low, having regard to the view of the road, the view of the scenery being passed, ease of access and interior headroom.

If the car manufacturers are not willing to give us higher rear windows, can they not at least ensure that the rear window is cut as high as the roofline permits, and that the driving mirror is placed to give the best possible view, which is not always the case at present?

London, W.C.1.

W. M. WHITEMAN (Editor),

Parking Rights

Reminder on Points of Law. We motorists are apt to forget that we still have some rights, and that there are occasions-even when parking in London—when the law is on our side. I should like to focus attention on a couple of quite simple points of law. The first is that, on a public road, no individual or company can "reserve" parking space; neither can they prevent a motorist parking even where he will cause unnecessary What they can do, of course, is either to report him to the police or issue a private summons. The moral is that if you consider that you are parking in a reasonable position, and are prepared to call the bluff of the private individual who says "You can't park there"—or fight a possible summons for unnecessary obstruction in court—go ahead and park!

Secondly, the police alone have the special powers necessary

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not correspondents, with which the autoral necessarily agree. Letters intended for publication should be addressed to the Editor, The Autorar, Dorset House, Stamford Street, London, S.E.*.

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Correspondence

legally to move another person's vehicle. When I parked recently, under threats from a caretaker, I returned later to find that my car had been moved into the road "to make room for someone who works here." The caretaker admitted moving my car, and thereby immediately laid himself open to a charge of interfering with my property, and to causing obstruction with my car. In addition, if any damage had been caused in moving the car, or by passing vehicles (due to the precarious position in which the car was left), the caretaker could have been held liable. A police officer I called to the scene readily confirmed these facts to him.

I am not advocating indiscriminate parking or heated kerbside legal wranglings, but I should like all motorists to be armed with a greater awareness of the law. They will then be able to counter the blatant bluff which is frequently being thrown out by belligerent little people, who attempt to exert unfounded authority on the dispirited and much-hounded modern motorist. Sydenham, London.

A. ASSHETON.

Back Numbers

Offer from Slough. I have a complete set of The Autocar for 1956. If any reader would like them I should be pleased to forward them on payment of postage, or they may be collected from me.

Slough, Buckinghamshire, [Letters will be forwarded.—Ed.]

D. H. Gregory.

Tubed Versus Tubeless

Longer Life Claimed for Tyres with Inner Tubes. It would be interesting if there were more information on the life of tyres as fitted to different makes of cars.

The mileage quoted by Mr. Grierson Beall, of Durban (*The Autocar*, 11 September) sounds fantastic, taking into account the country roads in South Africa, different drivers and the fact that the tyres were tubeless. It would seem, with regard to the average family car here, that tubeless tyres give 16,000 to 21,000 miles while tubed tyres give abeut another 10,000 miles. On a Hillman Mk 8 and Series I, for instance, Dunlop tubeless were finished at 17,000 miles, while a Mk I Consul fitted with

On a Hillman Mk 8 and Series I, for instance, Dunlop tubeless were finished at 17,000 miles, while a Mk I Consul fitted with Goodyear tubed tyres ran for 32,000 miles. Again a Mk I Consul fitted with tubeless tyres, make unknown, gave 20,000 miles. In the first three instances, I know that the cars were driven in a moderate way, with due attention given to tyre pressure as laid down by the motor manufacturer.

Monkseaton, Northumberland. T. ISHERWOOD.

Softening the Bump

Rubber Inserts Suggested. When one looks at a car that has been in use for some time, one is sure to see one or more dents and scratches in the bumpers. The majority of present bumpers are made of thin steel sheet, and fixed to the chassis by far too weak supports.

In a collision they are of no use whatever, and hardly protect the car. But even when they touch another car or a lamp-post or tree while parking, they are apt to show dents or scratches which in due course will start to rust. Why don't manufacturers include rubber in their bumpers?

Why don't manufacturers include rubber in their bumpers? If they provided a groove in the bumpers and filled that up with a rubber strip, extending forwards, there would be far less dents, scratches and rust; the same applies to overriders.

Naarden, Holland.

F. L. DIRDOK VAN HEEL.

Styling

Need for a Real Four-seater. It was interesting to read (2 October) two lines of thought on body styling. First, in your editorial you praise the roominess and practibility of modern coachwork; in the correspondence Mr. William Cook, from U.S.A., deplores the lack of individuality, and I am sure there are a great many others who share his view.

are a great many others who share his view.

In the higher price range this country produces a number of extremely graceful cars, and two or three attractive, high-performance saloons, but lower down the scale, with the exception of Jaguar and Peerless, there is nothing that calls for second glance, other than the range of two-seater (and two-seaters with room for legless children), sports cars.

Surely there must be a market for an attractively styled two-

Surely there must be a market for an attractively styled twofour-seater, the rear seats to accommodate, at a pinch, two adults (with legs), or even a full four-seater. May I suggest that such a design should be slightly pointed at both ends with a suggestion of swept mudguards, and not a re-hashed mobile haystack.

re-hashed mobile haystack.

Meantime I shall hold fast to my Healey Tickford saloon, as Mr. Cook intends to do with his M.G.

Mr. Donald Healey seems to have right ideas, whether the coachwork be open or closed. If his surname had been Healotti I am sure his advice would be much sought after.

Chipstead, Surrey.

V. H. Tuson.

What's in a Name?

"Off With the Old." May I, through your columns, express the wish that car manufacturers would display a little originality in names for their products. Year after year we see the same name applied to a new model, until now the name of that actual model means nothing individual. This year's Minx, though vastly different from a Minx of three years ago, is still called "Minx," and anyone talking to me of a Minx conveys to me nothing but the fact that it is a car made by Rootes during the past few years.

The case of the new Ford Anglia is even more incongruous. A new engine, a new gear box, a new bodyline, but still the same name. Surely such an attractive and complete departure from conventional style and former Ford practice deserved a new name. I suggest that the new Ford shall henceforth be known as the "Ford Angular"; then we will all know that we are talking of a recent Ford departure from traditional rear window lines, with a four-speed box and an oversquare o.h.v. engine, and not a "box on a box" body with a three-speed box and an s.v. engine. London, N.W.10.

C. A. PEERS-TREVARTON.

Registrations Running Out

Permutations, Combinations. I am surprised that none of your correspondents have mentioned one aspect of the car registration problem. This is that there are 26 alternative letters available in each column, but only ten numbers. Thus there could be only 100 two digit pairs, but 676 two letter pairs.

could be only 100 two digit pairs, but 676 two letter pairs.

If the vowels and the letter Y are excluded to remove words of doubtful taste, there would still be 20 symbols per column.

Thus the use of the letters provides far more alternatives, and

Thus the use of the letters provides far more alternatives, and the number available could be vastly increased by using four letters. These could be disposed in the present six-group system by putting the two remaining numbers at various points in the format, thus 12 ABCD, A 12 BCD, AB 12 CD, ABC 12 D. ABCD 12.

This system would give 16 million × 5 new identifications which should last some time! (with our present population). Harrow, Middlesex.

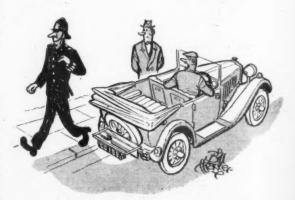
A. D. Denton.

New Arrangement? With reference to the running out of the registration permutations mentioned in your Readers' Service columns (25 September) I would suggest that for the next series the "letters first" combinations are used again, but with the original prefix letter placed after the numbers.

original prefix letter placed after the numbers.

The following examples illustrate the suggestion:
First series: RE 123, ARE 123, BRE 123.
Second series: 123 RE, 123 ARE, 123 BRE.
Suggested next series: RE 123 A, RE 123 B, RE 123 C.
Grays, Essex.

R. A. DOWNEY.



"Booked me for 'No audible warning of approach' . . . and 'Defective Silencer'"

PARKING **Grass Verges**



T may come as a shock to many motorists to learn that parking on a grass verge may involve them in a charge of obstruction. The law on this point has been far from clear, but the latest decision of the Divisional Court in a case in which a driver, named Worth, was charged, may help to clear the air.

The charge in this case was under

regulation 89 of the Motor Vehicles (Construction and Use) Regulations 1955. According to this Regulation, no person in charge of a motor vehicle or trailer shall cause or permit the motor vehicle or trailer to stand on a road so as to cause

any unnecessary obstruction.

The rights of the public at common law are limited in strictness to passing and repassing along a highway. There is no right, therefore, to stop, unless it is necessary.

Moreover, for the purpose the highway consists not only of the carriageway but also of any footpaths, grass verges and the like running alongside. However, it would appear that obstruction of the carriageway itself may occur more easily than obstruction of a grass verge, which, of course, is part of the highway. It will depend on the circumstances.

If the obstruction is unreasonable in any way-and the length of time during which the vehicle is stationary is a factor to be taken into account—then it appears that it will necessarily follow, in almost every case, that the obstruction is necessary" under Regulation 89. under Regulation 89.

In order, however, that parking on a grass verge should constitute an unnecessary obstruction, the first fact to be proved by the prosecution would be that there was an obstruction. If the parking was not constituting an obstruction, then no offence would be committed. But assuming that obstruction was proved, the next would be that the parking was unnecessary; if it was unreasonable, it would be unnecessary as already stated. But supposing that it was reasonable, as would be the case, for instance, when a car which had broken down was pushed on to the grass verge while repairs were being effected or while help was being sought, could the parking, however reasonable it might be, be still regarded as an unnecessary obstruction contrary to
the Regulation? The court declined to
give a ruling on this point.

In the Worth case, members of a
Masonic lodge had been in the habit of
marking their cars part the ledge. On the

parking their cars near the lodge. On the lodge side of the carriageway was a grass verge and a footpath and, beyond, a very broad grass verge with a line of trees, extending to the wall of the lodge. On the evening in question the defendant, who was visiting the Lodge, had left his car for about five hours on this broad grass verge between the footpath and the wall, and in between the trees. The front of his car was facing the wall, while the rear was protruding, some 3 to 4ft away from the footpath.

The justices held that the parking was an unnecessary obstruction and an offence under Regulation 89, and on appeal the Divisional Court held that there was ample evidence to support this finding.

MEDITERRANEAN MINI-GO-ROUND Continued from page 531

spersed with picturesque villages, is much more fun than the busy arteries. From Soria we make for Pamplona, then cross into France via a tortuous little mountain road through Elizondo

and Dancharia on the western fringe of the Pyrenees.

Frontier formalities are practically non-existent, and soon we are eating cheaply but well in Bayonne before pushing on over the flat Landes towards Bordeaux. Some 20 miles short of Bordeaux, on a very fast stretch, we suffer our first and only puncture—to a rear tyre. Although it is night and the air quite cool, the front tyres are almost sticky with heat, perhaps due to the type of road surface. Not for the first time we are irritated by the luxury model's "rim blemishers," which are a bore to remove (to reach the wheel nuts) as well as making inflation difficult because the valves are too short to poke through them sufficiently.

Well satisfied with having travelled from Madrid to Bordeaux between midday and midnight, we take a vast room in a drab hotel in a noisy Bordeaux suburb-it's like trying to sleep the

night in a bus depot. 438 miles.

23 September. An early start, in the hope that Silver City can fly us from Cherbourg this afternoon. Later in the morning, at Niort, we phone them there (nothing doing today or tomorrow), then at Le Touquet (O.K. for 9 a.m. tomorrow); it
means extra mileage and home a day later, but cannot be
helped. A tendency to rough running and stalling at low speeds
suddenly develops; it is as quickly cured by cleaning out the
carburettor dashpot, which has collected some genuine Foreign
Matter. This general arguestable over later, but where do so

Matter. This seems excusable over here, but where do so many engines find it in the U.K.?

Now for a good lunch: we do not fancy the Café de l'Abattoir in Thouares—sounds much too sordid. So it's the Tin Tin at Montreuil-Bellay, a little rustic haven for gourmets in the shade of a ruined chateau. Vines spread overhead, and there's a luxuriant little walled garden. We are disturbed when the elderly patron kisses every member of a large family before it departs. After a simple but excellent meal, with a fine brew of local rosé, we are relieved when we are not embraced-the family must have been relatives-ma tante, mon oncle and les enfants terribles.

Le Mans is by-passed and Rouen tackled during the after-

noon rush hour, but we should reach Montreuil (the other one, near Le Touquet) in time for dinner. A slight muffing of the engine at tick-over during a fuel stop suggests the beginnings of a burnt exhaust valve, but does not affect our high cruising speed. This last dinner abroad is conducted in a grand manner at *The Autocar's* adopted staff restaurant, *L'Auberge de la Grenouillère* (Froggery Inn) at La Madelaine, a few minutes out of Montreuil. Here snails slide down Riviere's throat with unaccustomed speed, while Barker goes big leaps on frogs' thighs. After all this we find it difficult to settle down for the night at the comfortable and convenient Motel Résidence du night at the comfortable and convenient value with its own Golf. Here even the Mini-Minor is pampered with its own groups of over 8,000 miles lock-up for the night; after its long voyage of over 8,000 miles it still looks quite unscathed, except for the hole made by that lump of metal in Algiers. Even after such a long acquaintance, it still looks incredibly small outside-out of all proportion to the carrying capacity inside and big-car manners on the road. Perhaps the greatest compliment we can offer is that it never became a bore, and whichever of us was passenger always became restive and jealous if the driver overstretched his spell at the wheel. 472 miles.

at the wheel. 472 miles.

25 September. It's nearly over; a mild panic first thing, when the normal road to the airport is cordeaed off and we must make a long detour to reach it. Surely not the fellaghas here? But no, General de Gaulle himself is here, and the district is in a non-alcoholic ferment. Even the Silver City schedule has been disrupted. In the passenger assembly hall there is a large NOTICE TO ALL PASSENGERS. It reads:

there is a large NOTICE TO ALL PASSENGERS. It reads: "If you have any articles in your vehicle other than personal effects, will you please bring it to the attention of the receptionist I. E. ANIMALS." We wonder what sort of articles are meant, but cannot find Miss Animals to ask her.

At Ferryfield the Editor is phoned. "Where have you got to now?" "We have left Tunis now, sir, and arrived at Ferryfield!" He is rendered speechless. Rivière drives, and reads notices in French—TENEZ LA GAUCHE (Hang on to what's left), this he continues to do all the way to London which, after all those romantic places, is. . . . 75 miles.

(Though this ends the account of the journey, a further article discussing the performance of the Mini-Minor will be published.)

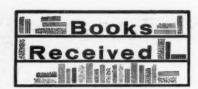
"The Motoring Mentagus." By Lord Montagu of Beaulieu. Published by Cassell and Co., Ltd., 35, Red Lion Square, London, W.C.1. Price £1 10s.

One of the finest motoring journals of all time was "Car Illustrated," founded in May of 1902 by John Scott-Montagu (later to become the second Lord Montagu of Beaulieu) and edited by him from that date until the outbreak of World War I in 1914. It was high class in character and material, and John Montagu was never afraid to express in its pages forthright—even provocative—but always constructive comment about motoring matters of the day. Indeed, he was one of the most far-sighted and influential of all motoring pioneers, and achieved much that has been of lasting benefit to the ordinary motorist. He died in 1939 when his son Edward, the present Lord Montagu, was only three years old.

He, in turn, has taken up the cause by founding a Motor Museum at his Hampshire home, by acquiring and editing a magazine concerned with Veteran and Vintage cars, and by speaking his mind on current motoring problems in the House of Lords.

This book, which carries a characteristically refreshing and informal foreword by Lord Brabazon of Tara, is divided into three very distinct sections. The first deals with the life and achievements of the father—not only with his motoring activities, for he was also keenly and practically interested in air travel, for which he repeatedly prophesied a future which tallies closely with the present day.

which he repeatedly prophesied a future which tallies closely with the present day. In the second section, Lord Montagu recounts briefly the inside story of the establishment of his museum at Beaulieu,



which has grown from humble beginnings in 1952 into one of the most significant collections in Europe. There follow chatty and informative chapters on the individual exhibits, divided into Veteran and Edwardian Cars (1895-1916), Vintage cars (1917-1930), racing cars and record-breakers, motor cycles and other road transport vehicles. Part Three is a more detailed catalogue of these, with a brief mechanical specification of each machine.

In addition to numerous fine photographs of museum pieces, many of them the more interesting for having been taken with the vehicles in action during their heydays, there are a few personal spans from the family e burn

snaps from the family elbum.

Somewhat unusual in make-up and content, this is a handsome volume which old car (and motor cycle) fanciers will find interesting and instructive.

Ettere Bugatti, by W. F. Bradley. Published by Motor Racing Publications, Ltd., 62, Doughty Street, London, W.C.1. Price, 15s.

First published in 1949, this extremely interesting historical record has been completely reset and revised in response to the demand in America and Australia for an even fuller story of the life of the

great Ettore Bugatti. Born an Italian, Bugatti lived his entire life in France, and created for himself an important place in history—as a man who possessed all the instincts and attributes of an artist, yet preferred to apply his artistry to cars instead of the more usual outlets.

W. F. Bradley, one-time Paris correspondent for *The Autocar*, knew Bugatti for many years, and in fact grew up with the motor industry. His writing, therefore, carries great authority, and the charm of a veteran who has put aside the active life and draws from his great wealth of experience anecdotes, facts, and memories of the things that matter.

Rebuilding Austin Sevens. Produced by the Cambridge Engineering Works, Cambridge Road, Kew Green, Surrey. Price 2s 6d, including postage.

This small booklet gives advice to those building "specials" from Austin Seven parts. It enumerates the main technical changes in the car year by year during its long production run, then deals individually with each main chassis, engine and transmission component. Naturally there is some emphasis on the specialist parts available from the sponsors of the booklet.

The Future and Rapid Transit, by S. J. Prigmore, M.A., M.Sc., A.M.I.E.E. Published for the Light Railway Transport League by the author at 21, Endymion Road, London, N.4. Price 2s 3d, post free.

A plea for the use of surface electric rail cars for peak-hour urban passenger traffic, supported by illustrations and descriptions of successful combinations of road and surface rail traffic in Toronto, Dusseldorf, Brussels, Blackpool and other centres of population.

Early Front-wheel-drive Design

N 1909 a small car was produced by the Pilgrim Way Motor Company and called the "Little Pilgrim"; the designer of this was R. W. Harvey-Bailey, and from his notes some interesting facts emerge.

The car had an advanced specification, in that it had front-wheel-drive, and transmission was by a three forward speed and reverse epicyclic gear box operated from a single lever. The engine was a horizontally opposed, air-cooled twin of 10 h.p. R.A.C. rating. It had side valves and phosphor-bronze cylinders, with cast iron pistons operating directly in the phosphor-bronze

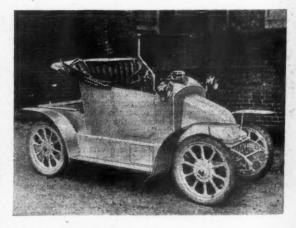
The engine and gear box were a unit, the engine being carried on a mounting on the axis of its centre of gravity, which allowed some rotational movement of the engine gear box unit to deal with the tilting and movement of the front axle assembly. Universal joints were fitted at the outer ends of the front axle; they consisted of large case-hardened steel hemispheres with circumferential grooves cut at right angles, into which fitted jaws from the drive and stub axles. The universal joints were gaitered and grease-packed.

Although the car was not independently sprung, it departed from the conventional heavily cambered road spring, using almost flat springs which provided a ride free from roll.

A few cars were built and were tested extensively to prove the principles involved, and on more than one occasion a car was allowed to idle for two hours on a summer afternoon, after which it was driven immediately up a 1 in 5 hill with no sign of overheating or pre-ignition. It was driven extensively among the Surrey hills as part of the test programme.

In road trim the car weighed about 9 cwt and achieved a fuel consumption of 35 m.p.g., with an oil consumption of 1,500 miles to the gallon.

In 1910 Mr. Harvey-Bailey joined the Rolls-Royce Company where he was best known simply as "By," He worked in close association with Sir Henry Royce on many projects.



In the early 1930s his work in connection with motor cars included much of the chassis design which led to the production $3\frac{1}{2}$ - and $4\frac{1}{4}$ -litre Bentleys. In 1937 he became Chie Engineer of the Chassis Division, and led the team that produced the first independently sprung Bentley, the Mark V, and the first of the Continental range intended for production, the Corniche based on the Mark V engine and chassis with coachwork by Paulin. The legendary "Scalded Cat" 8-cylinder Bentley which never went into production was also a product of this team.

With the outbreak of war he returned to the Aero Division. Mr. Harvey-Bailey, now in his 83rd year, still regularly drives a 3½-litre Bentley he has owned for 25 years.



car by courtesy Car Mart Sales Ltd.

The vast majority of new cars at the Motor Show have Ferodo Brake Linings as original equipment.

FERODO BRAKE LININGS - DISC BRAKE PADS

FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation

Why every new car should have BP Energol 'Visco-static'

the oil that solves the problem of start-up wear

NEW CAR today is an important investment for anyone. But fortunately any owner can do more to protect this investment now than ever before. Today's most advanced oil – BP 'Visco-static' is actually proved on tests to give 80% less piston-ring wear compared with ordinary oils. This means a big saving for any motorist. But most of all for the owner of a new car. This is why more and more new car owners today are using BP 'Visco-static'. Before the war engines often had to be rebored'at 20/30,000 miles, especially if the car was used for a lot of short journeys. But today, with BP 'Visco-static', many popular cars are covering as much as 100,000 miles without even having the cylinder head taken off.

Modern oils for modern engines

BP 'Visco-static' is more than just a better oil. It is a different kind of oil. Even in the coldest weather BP 'Visco-static' flows freely and so allows rapid circulation. Yet this same oil has ample body when hot.

Proved on the radio-active wear detector

BP 'Visco-static' has been tested with the most sensitive and accurate method of measuring engine wear – on the radio-active wear detector. Tests in the laboratory and on a family car on the road show the amazing result of 80% less piston-ring wear with BP 'Visco-static' compared with ordinary oils. And this oil is suitable for use in winter and summer and saves petrol too.

When engines wear fastest

Wear occurs fastest of all immediately after a cold start. The reason is that combustion products condense on the cylinder walls and attack the surfaces. When the engine starts from cold on an ordinary oil there will be delay before it lubricates the surfaces properly.

But BP 'Visco-static' prevents this heavy wear in two ways. It maintains a protective layer on the cylinder walls to prevent corrosion and it circulates immediately on starting even in freezing cold to give complete lubrication.

All models winter and summer

BP 'Visco-static' is a truly universal oil for every season and for the engine of every make of car for which oil grades SAE 10W, 20W, 20, 30 or 40 are normally recommended.

Cars that are not so new

Even if your car isn't new you can still benefit from BP 'Visco-static' provided the engine is not badly worn. But for optimum performance you must have your engine drained completely and filled up with BP Visco-static'.

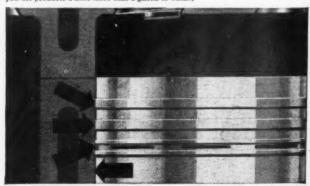


* 'VISCO-STATIC' IS A TRADE MARK OF THE BRITISH PETROLEUM COMPANY LIMITED

See why BP 'Visco-static' makes such a big difference



Every time you shut off your engine, for instance, when you put your car away for the night, the cylinders of the engine are full of steam and acid vapour. (Every gallon of petrol you use produces a little more than a gallon of water.)



As the engine cools the steam and acid vapour produce a corrosive solution which stacks vital surfaces. Ordinary oils are often not resistant enough to prevent this but BP 'Visco-static' gives extra protection.



When you start the car again any corrosion that has taken place leads to heavy wear in the first few minutes running. This is because the corrosion products on the cylinder walls are abrasive.



Most engine wear is start-up wear and this leads to the stepped effect near to the top of the cylinder as shown in the diagram above. Viscostatic' not only prevents corrosion, it also reduces wear by giving immediate oil circulation.

959

USED CARS on the Road

No. 147-1958 TRIUMPH TR3A HARDTOP

PRICES: Secondhand £865; New-basic £734, with tax, £1,102

Acceleration from rest through gears:

to 30 m.p.h.	4.9 sec	to 90 m.p.h.	32.1 sec
10 50 m.p.h.	10.0 sec		
10 60 m.p.h.	13.7 sec	20 to 40 m.p.h. (top gear)	11.0 sec
to 70 m.p.h.	20.0 sec	30 to 50 m.p.h. (top gear)	9.6 sec
m 80 m.p.h.	26.2 sec	Standing quarter-mile	18.9 sec

Petrol consumption 28-34 m.p.g. negligible Oil consumption Mileometer reading 15,316 September 1958 Date first registered

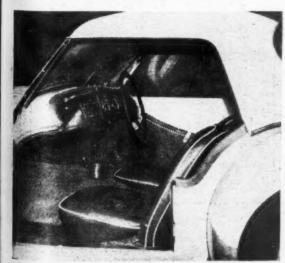
Provided for test by G. E. Harper, Ltd. (Stand B7, Olympia), London Road, Stevenage, Hertfordshire. Telephone: Stevenage 700-2

SUALLY the cars submitted to test in this series are chosen from *The Autocar* classified advertisements on the day before the issue is published, and the test appears a week or two later. For a change it was agreed with the organizers of the recent Used Car Show at Olympia, London, that any one of the cars exhibited should be selected as the subject of the next test. This Triumph was the car chosen, and it was taken away from Olympia on the preview day.

It happens to be the first car tested in the series to have disc brakes. They are Girlings, fitted to the front wheels only, and a short acquaintance with the car showed them still to be working entirely satisfactorily, and to give the car a very real safety factor. The most noticeable advances in braking are when hey are applied hard at speeds above 60 m.p.h.; even when they are used repeatedly in hilly country or on twisty roads there is no fade. The hand brake is also extremely powerful, and if the hydraulic system failed without warning, there would still be a good chance of stopping the car quickly enough on the hand brake alone. The lever is placed to the right of the gear box hump, where it requires quite a stretch forward to reach its result in context with the driver! bet knee it, and is in contact with the driver's left knee.

The 2-litre engine starts infallibly whether hot or cold, but a fault on the car is that the safety "clutch" in the starter drive sometimes slips, preventing it from turning the engine. It is understood that this fault is to be rectified by the dealer before the car is sold. The engine is not noisy at any speed, but there is a crisp exhaust boom in spite of the addition of an extra silencer chamber in the exhaust system. Most of the engine torque is apparent as the r.p.m. pass the 2,000 mark, but the unit remains smooth at surprisingly low speeds in high gears.

Deterioration both inside and out is only nominal. The seats are an improvement on those of earlier models, giving good lateral support at well as extending well under the thighs. The front passenger seat tilts forward to give access to the rear compartment





The Triumph TR3A is seen here before it was removed from its stand at the Olympia Used Car Show on the preview day

To obtain the best from the car, free use must be made of the stubby central gear change, but it is a precise and pleasant control to use. The ratios are perfectly matched to the engine's torque characteristics, and whatever degree of acceleration is required, the driver normally uses the same range of engine revs in each gear. At high speeds in indirect ratios there is a subdued chatter from the gear lever; the synchromesh is virtually unbeatable on each ratio. Adjustment of the clutch is necessary

Precise control, fully adequate for the car's performance, is provided by the steering. It is high geared, and there is no detectable free play. The steering is pleasantly light even at manœuvring speeds, and there is no feed-back of road shocks.

The suspension is not unduly firm, and although there is a fair amount of vertical movement of the car over rough surfaces taken at low speed, the ride is comfortable, and the occupants are not thrown about. The dampers are still powerfully effective, and there is no pitching. The directional stability is good, and the car corners well except for a tendency for the back of the car to bump-skid on uneven surfaces. On wet roads the car can be made to slide fairly readily, but its behaviour remains predictable, and control is still easy. The Triumph also stops commendably well even when the roads are wet.

Body deterioration is only slight, and is confined to one or two marks on the door sills, and scratches in the Perspex sidescreens, where the two sections have rubbed while being opened or closed. There are no chips or signs of rust in the blue paintwork of the body, and the white hardtop is also unmarked. The radiator grille is of stainless steel, and this and the chromium brightwork are all virtually as new. A small dent in one of the wheel hub plates is practically the only mark on the whole of the car's exterior bodywork.

Inside the Triumph there is further evidence that its one previous owner has looked after it in its short life. The interior trim is clean, and the lining inside the hardtop is unmarked. Slight creasing of the driver's seat is the only obvious sign of previous use.

An optional occasional seat is fitted in the rear of the car. It is intended primarily for children, but it can be used to seat one or even two rather cramped adults for a short run, if the front seats are well forward. The only other accessory on the Triumph is a powerful recirculatory heater, and there is a plug for an inspection lamp above the facia,

All five tyres are Dunlops, none of which is more than about third worn; the fact that the wheels have not been balanced.

a third worn; the fact that the wheels have not been balanced is a suggestion that the car has not been driven hard. The somewhat limited toolkit in the wheel locker is complete. An improvement on the TR3A, in comparison with earlier models, is the fitting of exterior door and boot handles which are lockable. It was also found that compared with the TR2 which was tested earlier in this series, the car as a whole was much more rigid, and the sealing of the doors and sidescreens is a vast improvement. The excessive scuttle-shake of the earlier model has also been eliminated.

The Triumph TR3A continues in its original role as a fast

and economical two-seater, but has the greater safety of disc brakes and improvements to the general standards of comfort of the occupants. The price represents a very considerable reduction on the original cost, and more than compensates for the very mild degree of deterioration which has occurred

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Rally Championship Changes

The Autocar Formula 2

Championship

Inter-Varsity Rally



FURTHER TO the paragraph about recent F.I.A. pronouncements, published in this column last week, there have been changes in the points allocation system for the European Rally Championship. In future, points will be awarded to each driver only for his position in the general classification; the new scale of points has yet to be announced. This will make things very much easier for those whose job it is to keep an eye on the Championship scores—nothing could be more complicated than the present arrangement of points for class positions which depend on the number of starters in each class.

It has been decided, too, to do something about reducing the number of qualifying events; in the 1960 Calendar, there are no fewer than 16—too many, the C.S.I. feels, to allow a reasonable interval between each event (they are, incidentally, the Monte Carlo, Sestriere, Geneva, Tulip, Acropolis, Austrian Alpine, Midnight Sun, Coupe des Alpes, Adriatic, Thousand Lakes, Liège-Rome-Liège, Viking, Polish, German, Portuguese, and R.A.C. rallies). It is intended, therefore, at the next meeting of the C.S.I., to try to reduce this number to 12 at the most—possibly only ten.

The next gathering of the C.S.I. will be at Monte Carlo, following the Monte Carlo Rally in January.

FULL REGULATIONS FOR the East African Coronation Safari (15 to 18 April, 1960) have now reached this office. I have quite a few spare copies, if anyone needs one.

JUST BEFORE HIS fatal accident, Mike Hawthorn was presented by the Steering Wheel Club, in London's Mayfair, with a pewter tankard—" Mike's Mug," it had

PRESENT POSITIONS IN THE AUTOCAR FORMULA 2 CHAMPIONSHIP

	Lavan' Cup, Goodwood.	British Empire Trophy. Oulton Park. 11 April. 108 miles.	Aintree "200," 18 April. 201 miles.	Syracuse G.P. 26 April. 188 miles.	Silverstone. 2 May. 150 miles.	Silverstone, 9 May, 32.16 miles.	Pau G.P. 18 May. 137.2 miles.	Mallory Park. 18 May. 56 miles.	London Trophy. Crystal Palace. 19 May. 50.04 miles.	Mallory Park. 28 June. 42 miles.	Rheims. F.2. 5 July. 126.97 miles.	Rouen. 12 July. 142 miles.	British G.P. Aintree. 18 July. 225 miles.	Clermont Ferrand. 26 July. 129.87 miles.	Brands Hatch. 3 August. 62 miles.	Zeltweg, Austria. 23 August. 190 miles.	Kentish "100." Brands Hatch.	Coupes du Salon, Montlhèry. 5 October. 105,3 miles.	Snetterton "Three-Hour." 10 October. 67.7 miles.	Total	Total of Six Best Performances	Position
S. MOSS C. BRISTOW H. J. C. TAYLOR A. E. MARSH I. RUSSELL I. BRABHAM I. R. LEWIN M. J. C. TAYLOR K. A. GREENE T. PARNELL I. BRABHAM I. C. TAYLOR K. A. GREENE T. PARNELL I. CIONES G. WICKEN M. MCKEE D. PIPER D. DODD I. RELAND I. RELAND I. RELAND I. RELAND I. RELAND I. RELAND I. TAYLOR J. MOSS J. HALFORD L. JACO J. TAYLOR J. MOSS J. TAYLOR J. MOSS J. TAYLOR J. MOSS J. TAYLOR J. TAYLO	22		1 	5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3	3 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	-	7*	3	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	10* 1 1	=	99	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	61 × 1	6	5	=	77*	46 34 4 5 22 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1 2 2 3 3 4 4 4 6 6 7 7 8 8 8 10 10 11 2 13 11 3 11 5 16 17 18 18 18 20 22 23 23 23 23 23 23 30 30 30 30 30 30 30 30 30 30 30 30 30

*Fastest Lap.

Here are the scores achieved by the various drivers in all the events counting towards The Autocar Formula 2 Championship. It is unlikely that these will be altered as the Championship closes on 16 November. An asterisk indicates where a driver has scored points for putting up fastest lap. Of the first ten drivers, both Stirling Moss and Chris Bristow have consistently driven Borgward-engined Coopers; the remainder have all driven Coventry-Climax-engined Coopers

The Sport

engraved upon it—as a personal drinking vessel. Last week—on 19 October, to mark the anniversary of his winning the World Championship at Casablanca—Mike's Mug was presented by Jack Brabham to the Royal Aero Club, of which Mike was a prominent member.

In accepting the tankard on behalf of the Royal Aero Club, Air Commodore A. H. Wheeler said that it would be presented annually to the pilot who had demonstrated most convincingly the utility of the light aircraft for business and executive, as well as private purposes. It would serve, he said, not only to perpetuate the memory of Mike Hawthorn, who regularly used his own light aircraft for getting to and from race meetings, but would emphasize the strong link between those who race motor cars and those who fly private acroplanes. In return, Air Commodore Wheeler presented to the Stering Wheel a framed menu, signed by Mike Hawthorn, of a dinner given in Mike's honour by the Royal Aero Club.

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SINCE those pre-war days when the Inter-Varsity Trial was a true-Blue battle, the Combined Universities Motor Club now has this event under its auspices—retitled as a rally—and almost all the universities in the country have a chance to win the Inter-Varsity Trophy. This year, the United Hospitals and University of London Motor Club sent the entry of 48 to drive round Wales for the night. Starting late on Saturday evening from four different controls, the convoy converged at Kington, on the Welsh border. With 27 time controls in 200 miles, periodic storms and muddy roads, the drivers and navigators had a busy night at their steering wheels and maps. Daybreak saw the rally at Llandrindod Wells for breakfast, before tackling a 15-mile regularity section while the organizers worked out their sums. The results were an overwhelming victory for Oxford, for not only did they take away the Inter-Varsity Trophy and Team award but the outright winner, Roger Bierrum (Triumph TR3), comes from the same seat of learning. Congratulations to the organizers on running a fair and first-rate event.

THE BRITISH RACING Mechanics' Club is becoming increasingly active in its short social season. On Friday, 16 October, the newly formed Midland centre held its first dinner and dance. It was a most successful evening, one of the highlights being a brilliantly satirical speech by Mr. Leonard Lee, of Coventry Climax, on how his organization may, at times, appear to the outsider to function. Briggs Cunningham was among the guests, and he said that despite rumours to the contrary, the Sebring Grand Prix will be held, and so far as he knew Ferrari will still be there on the starting line.

The Club's next big occasion is the

The Club's next big occasion is the annual dinner and dance in London—always one of the highlights of the off-racing season; it is again being held at the Criterion Restaurant on Friday, 27 November. Tickets, costing £1 12s 6d. are obtainable from the club secretary, E.L. Bowler, 7, Douglas Avenue, Wembley, Middlesex, to whom applications and money should be sent. As the num-

ber of tickets is limited and they are very much sought after, it is a question of first come first served.

FUTURE PLANS FOR Camoradi U.S.A., recently formed American sports and G.P. car team, are progressing well. Team organizer Lloyd Casner has made two journeys to Europe recently, to line up accessory contracts, and to make arrangements for the team's European debut at Monte Carlo in May.

In the more immediate future, the

In the more immediate future, the team's two RSK Porsches are to run in the Nassau Trophy race on 5 December, and will be driven by 1958 Monza 500 winner Jim Rathmann and Denise McCluggage; if a third car is available, it will be driven by George Constantine. Two formula 2 Porsches are to be entered in the United States G.P. on 12 December—driven by Jim Rathmann and this year's Indianapolis winner, Rodger Ward. If it can be arranged, these formula 2 Porsches will be replaced by formula 1 cars. In January, Camoradi will run two Chevrolet Corvette-engined 250F Maseratis in the formule libre New Zealand Grand Prix (where Dan Gurney is due to drive one of Lance Reventlow's Scarabs)—again, with Ward and Rathmann as drivers. And, finally, the team's RSK Porsches will be entered for the Sebring 12-hour race in March, with Rathman and Constantine, and two drivers as yet to be chosen.

The appearance of Indianapolis driver Rodger Ward first in the United States G.P., then in the New Zealand G.P. and the Sebring 12-hour sports car race will be well worth watching. The theory that Indianapolis drivers are no good in conventional cars may well be confounded.

NEXT SEASON the Yeoman Credit Racing Team is to run three 1960 formula 1 Cooper-Climaxes, the first of which was due to be delivered last Friday. Stirling Moss is to drive for the Team in the New Zealand Grand Prix on 9 January, 1960—the car being the same formula 1 Cooper-Climax with which he won the formule libre Watkins Glen Grand Prix two weekends ago; it is also, the same car that Chris Bristow drove in the Gold Cup race at Oulton Park.

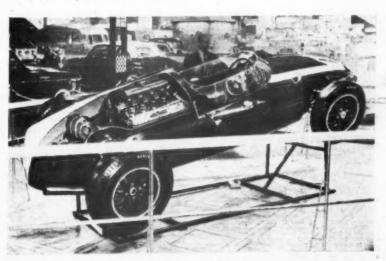
NINO FARINA, winner of the World Championship in 1950, was injured recently in an accident near Turin; the driver of the car in which he was travelling was killed. It appears that Farina's injuries were limited to broken ribs.

THE SOCIAL WHIRL continues. Last Saturday the Bentley Drivers' Club gathered at London's Dorchester Hotel for their annual party, distinguished guests including Briggs Cunningham, over from America, and a few of the great Bentley drivers of the past; there was "W. O." himself, who started it all, "Bertie" Kensington-Moir, George Duller and Forrest Lycett (looking thoughtfully at John Clement and saying: "It was all because of his 1924 Le Mans win with a 3-litre that I bought my first Bentley, and I've owned one ever since; but for him, I'd have had a 30-98"). Also among the guests in the ballroom was Forrest Lycett's vast 8-litre Bentley, in recognition of his Belgian National Class B records set up with this car last May (including the flying kilometre at 141.131 m.p.h.).

The day before, the Riley M.C. held their annual party at the Park Lane Hotel. Mrs. Dorothy Riley took the chair and presented to Les Leston the Alexandre Duckham Memorial Trophy for his success with Rileys during the past two years, and particularly for his class win in the B.R.S.C.C. Saloon Car Championship. Christopher Jennings proposed "The Club" and Mrs. Riley replied.

Then, on Monday of this week, the Sunbeam-Talbot Owners' Club members gathered in great strength at the Dorchester for their party. Traditionally, the evening was marked by a complete absence of speeches, toasts, and what-not. It was good to see Peter Harper at this function, now completely recovered after his accident in the Coronation Safari last March. And now . . . the Alka-Seltzer, please.

Peter Caruta.



WAIVING THE BAN on racing cars at the Show, the S.M.M.T. accepted John Cooper's Formula
I Cooper-Climax (above) and the DBRI-300 Aston Martin—winners of every World Championship open to hem

ews A and A Views

Next Week

* An important feature for all motorists - Driving on the

* Report of the Turin Show.

★ Road Test of the Mercedes Benz 220SE.

Last Minute News

AFTER the article "Motorway One" (on pages 525-528) closed for press, news came from the Ministry that half of the south-western tongue of the Motorway is to be opened with the rest of the road on Monday. The section concerned is approximately two miles long and runs from the Waterdale flyover to the fork in the Motorway, just west of St. Albans. It will therefore be possible to obtain access to the Motorway by the flyover junction at Waterdale, where the Motorway crosses over the A405 North Orbital Road. This will enable traffic from London to use the Watford By-pass (A41), turn right on the A405 to the Motorway at Waterdale.

The remaining section of the Motorway, linking with A41 at Berrygrove, is to be opened in December as stated. The official opening ceremony is scheduled for 10 a.m. on Monday, and drivers wishing to use the Motorway on that day should plan their journeys so that they do not arrive at their access points until shortly after The Luton Spur at Pepperstock, where the ceremony will be held, will not be open to traffic until mid-day.

Vauxhall Exports Up

L AST week Vauxhall announced that they had already exported more cars so far this year than in the whole of 1958. Shipments had reached a total of 105,000 -25 per cent more than at the same time last year.

Magistrates on Motoring Offences

A RESOLUTION to say that magis-trates' courts had failed to impose adequate penalties for traffic offences has been adjourned by the Magistrates' Association to a special meeting of the Council, to be held on 19 November.

Another resolution, calling for the revision of maximum sentences, was passed. It states that because of in the value of money, magistrates' powers have been reduced.

MEDALS FOR COACHWORK

IN this year's private car coachwork 1 competition, held by the Institute of British Carriage and Automobile Manu-facturers in conjunction with the Earls Court Motor Show, medals were awarded as follows:

as follows:

Enclosed drive, with division: Gold—Park, Ward. limousine on Rolls-Royce Phantom V chassis: silver—James Young, seven-passenger limousine on Rolls-Royce Phantom V. bronze—H. J. Mulliner, touring limousine on Rolls-Royce Phantom V. bronze—H. J. Mulliner, touring limousine on Rolls-Royce Phantom V. down of the Rolls o

★ Automatic transmissions reviewed—Part I.

Motorway.

★ Imp Important tyre news from Mini-Minor Round the Med.—

ssessment of what was achieved and learned.

★ Oddities in car maintenance— first of a new series.

★ The Sport, News and regular features.

Macmillan at Earls Court

OPENING the London Motor Show at Earls Court last week, the Prime Minister, Mr. Harold Macmillan, said that he was very grateful for the honour of being called on to open a London

Motor Show again. (He previously performed the opening ceremony in 1957.) Exports were already up by 11 per cent this year. In North America, he cent this year. added, the lead had been well maintained. Nevertheless, competition was keen and he knew that the industry and its sup-pliers were making and would make every effort to increase the production of British cars.

He continued: "They will succeed. Indeed, the September figures are an indication; but it will be a hard struggle to sell abroad, both in America and in Europe. Facing the future with confidence, with all its possibilities as well as its difficulties, I can assure you that the industry can count on the closest co-operation from the Government."
On road safety he said: "One thing the motor industry has made a great effort to do is to make its cars safer with each new model. May we hope that drivers will be as diligent in improving their driving standards."

Diesel Engign

STANDARD Ensigns are to be available with a Perkine 16 hours with a Perkins 1.6-litre diesel engine, They are being sold by Birch Bros., 20, Cathcart Street, London, N.W.5.

Blower for the Sprite

A RRANGEMENTS were being made at Earls Court yesterday under which the Donald Healey Motor Company were to become the sole distributors of Shorrock superchargers to B.M.C. distri-butors throughout the world. A super-charged version of the Austin-Healey Sprite is to be available, but prices are still awaited

24-hour Test for Austin 7

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MR. C. MARCHAL and Mr. D. Skellon of Windsor Motor Company Windsor, have driven their Austin demonstrator for 1,050 miles in 24 hours. The average speed (running time) was 48 m.p.h., and overall fuel consumption of 47.72 m.p.g. was achieved

New Collapsible Caravan

A NEW form of caravan has been intro-duced, which may be converted by a simple hydraulic system into a light and compact trailer. It is mounted on a steel chassis, and the body panels are of water-proofed resin. It is being manufactured by Farlander Land Cabins, Ltd., 58, Petty France, London, S.W.1; the price is £415 for the two-berth version, and £495 for the four-berth.

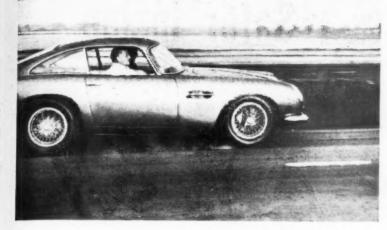


THIS NEW traffic sign is being erected in Germany to warn motorists to be on the lookout for pedestrians under the influence of drink

Standard enclosed, £600-£700 basic: Gold— Pressed Steel Co. Ltd., Standard Vanguard Vignale: silver—Vauxhall Velox: bronze—Woiseley 15 60. Standard enclosed, £700-£900 basic: Gold— Woiseley 6-99: silver—Humber Hawk; bronze— M.G. Magnette Mk. III.

Wolseley 6-99: silver—Humber Hawk: bronze—
M.G. Magnette Mk. III. 24-litre: silver—Vanden Plas Prinfaguar Mk. II. 24-litre: silver—Vanden Plas Prinfaguar Mk. II. 24-litre: silver—Vanden Plas Prinfaguar Mk. II. 24-litre: silver—Jaguar Mk. II. 5.4 litre:
Standard enclosed. 21.100-21.500 basic: Gold—
Rover 3-litre: silver—Jaguar Mk. II. 5.4 litre:
bronze—Jaguar Mk. II. 5.4 litre:
limousine: silver—Jaguar Mk. II. 5.4 litre:
limousine: silver—Armstrong Siddeley Star
Sandard enclosed. four-door. £1.500-£4.000
basic: Gold—Vanden Plas. Princess LWB 4-litre
limousine: silver—Armstrong Siddeley Star
Sandard enclosed. two-door. £1.500-£4.000 basic:
Gold—Bristol 406; silver—Jensen 541R; bronze—
Alvis 3-litre.
Standard convertibles, up to £1.550 basic: Gold
—Thrupp and Maberly. Singer Gazelle: bronze—
Carbodles, Ford Zodiac.
Open sports, up to £850 basic: Gold—Sunbeam

Open sports, up to £850 basic: Gold—Sunbeam Alpine: silver—Austin-Healey 3000; bronze—M.G. MGA 1600. Open sports, over £850 basic: Silver-A.C. Ace.



SMOKE POURS from the Avon tyres as the Aston DB4G.T. makes a near Ig stop from 100 m.p.h.

Seven Seconds Saved

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JUST this time last year Aston Martin set an unusual "record" by demon-strating that the (then new) DB4 would accelerate from rest to 100 m.p.h. and brake to rest in less than 30 seconds; the average time recorded for six consecutive runs was 27 seconds. Now, a DB4 G.T. Aston has repeated this test in a time of only 20 seconds.

of only 20 seconds.

It has Girling disc brakes on all wheels (the car used last year had Dunlop discs), and a Salisbury Powr-Lok rear axle differential. The tests were made, as before, on level tarmac and with driver and observer on board. Two runs were made, both timed at exactly 20 seconds. The times for acceleration to 100 m.p.h. were recorded at 14.8 and 14.6 seconds.

New Pirelli Tyre

AT the Turin Show, which opens tomorrow, a new Pirelli tyre of A tomorrow, a new Pirelli tyre of revolutionary design will be exhibited A full description with illustrations will appear in the issue of 6 November.

Conversion for Flash Engines

SIMCA Aronde models fitted with the Flash engine may be modified by a v performance conversion announced the Alexander Engineering Co., Ltd., of Haddenham, Buckinghamshire. The kit comprises a gas-flowed cylinder head with 7.5 to 1 compression ratio, new inlet manifold with twin downdraught Solex carburettors and a modified exhaust manifold. The price is £47 10s plus £10 10s if fitted by the works or an agent.

New Dauphine Factory

LAST Monday a £250,000 extension to the Dauphine assembly plant in Lon-don, covering a floor area of 48,000 sq ft, don, covering a floor area of 48,000 sq ft, was opened by M. Pierre Dreyfus, director general of the Régie Renault. The Dauphine is now the top-selling imported car in the U.K., and 1960 sales are expected to exceed 20,000—ten times more than in 1957. Among the guests at the opening were His Excellency the French Ambassador, M. Jean Chauvel, and Air Marshal Sir Philip Wigglesworth, C.B., B.E. D. FC. president of Renault in K.B.E., D.F.C., president of Renault in

Past President-Mark X

AT the annual dinner of the Fellow-A ship of the Motor Industry last Friday, Mr. C. E. Wallis, the newly elected president, presented to Sir William Lyons the past president's gold badge. In his speech Mr. Wallis said: "Knowing Bill's preference for calling his beautiful models by Marks in Roman numerals, I suppose I could be excused if I referred to this Badge as the Past President's Badge Mark X, for he becomes today our tenth past president."

Membership of the Institute is con-fined to those who have served 25 years in the Industry, but Mr. Wallis announced that the Fellowship had now reached the total of 1,435, and he expressed the hope that the 1,500 mark would be reached before the Silver Jubilee was celebrated next

The toast of "Our Industry" was proposed by Mr. F. G. Montfort Bebb, and the response was made by Mr. F. Langley.

Road Tests

A LIST of Road Tests carried out by The Autocar in the past six months is given in the last issue of each month, as follows:

as follows:

1 May, Triumph Herald Coupé: 8, Morris Oxford V. 15, Vauxhall Velox Friary; 22, Auto Union 1000; 29, Pontiac Bonneville.

5 June, Triumph Herald Saloon; 12, Allard Gran Turismo Coupé.

14 August, Wolseley 6/99; 21, Renault Dauphine Gordini and Rover 3-litre; 28, Austin-Healey 3000 and Morris Mini-Minor.

4 September, Sunbeam Alpine: 11, Armstrong Siddeley Star Sapphire; 18, Jaguar XK150S; 25, Austin A.99.

2 October, Ford New Anglia and Daimler V-8.

Austin A.99.

2 October, Ford New Anglia and Daimler V-8
SP250; 9, M.G. MGA 1600; 16, Alvis 3-litre;
30, Hillman Minx IIIA Easidrive.

In Brief

Two men from London, R. E. Bevir and T. J. Whitfield, are to attempt a journey from North to South America in a Land-Rover.

Mr. Marples, Minister of Transport, opened e Wetherby By-pass on the Great North Road on Monday

Viscount Brentford has been elected chairman of the Standing Join Committee of the motoring of the Automobile Association, chairman of the Automobile Association, succeeds Mr. James Ballantyne, chairman of the Royal Scottish Automobile Club.

In reorganization of Peerless Cars, Ltd., Mr. R. Thornton and Mr. O. M. Pike are joint managing directors, with Mr. J Byrnes as director. Mr. Simon Hill, to whom sales enquiries should be referred, will continue as sales manager, and Mr. Bernie Roger as chief designer. It is hoped that by the beginning of next year production will be at the rate of 25 cars a week.

West Germany produced 163,460 vehicles in September—an increase of 17.7 per cent on the figure for September last year. The total output in the first nine months of the year represents an increase of 12.5 per cent on the equivalent for last year, at 1,235,620.

Work on the northern section of the Ayr-Prestwick By-pass in Ayrshire has been authorized by the Secretary of State for Scotland. It will be 4½ miles long and is to be completed in 21 months.

Applications have been made by 12 dealers for the agency of Russian cars in this country. The appointment of British agents awaits Russia's decision to sell cars in Britain, which depends on the encouragement given by the public reaction to the Russian cars exhibited at Earls Court.

In the Vehicle Light Testing campaign, run by North Cheshire Joint Road Safety Committee, 695 vehicles were examined at the various centres, of which 456 were found to be without lighting equipment defects.

The 33rd report of the London and Home Counties Traffic Advisory Committee, covering the period 1 January to 31 December 1958, has been published. It is obtainable from H.M. Stationery Office, price 4s 6d.

Vehicle licences in New Zealand at the end of June totalled 820,000; about 30,000 new licences were taken out during the pre-

Construction of the 28-mile Birmingham-Bristol Motorway has been delayed by the Ministry of Transport. The Ministry state that changes have been made in the tender documents to include experience gained on the London-Birmingham Motorway, and it appears that work will not start until March

FORTHCOMING EVENTS

OCTOBER 30-31.—C.A.M.D.A. Autumn Rally, 6 p.m., from 12 starting points.

NOVEMBER 1.—Shenstone D.C.C., Chase Trophy Trial, Draycott-in-the-Clay, 10

a.m.

1.—R.A.C., Veteran Car Run to Brighton, from Hyde Park, 8 a.m.

7.—B.B.C. and London M.C., T.V. Trophy Trial, Wendover, Buckinghamshire, 15.—Bolton-le-Moors C.C., Bolton Rally Driving Tests, Imperial Hotel, Black-

pool, noon. 16-21.—R.A.C. Rally.

27-DECEMBER 2.—Nassau Speed Week. 12. United States G.P., Sebring.

SHOWTIME

30 October, M.G. Car Club dinner-dance.

31 October-11 November, Turin Motor Show. 6 November, B.A.R.C. dinner-dance.

13. West Essex C.C. dinner-dance.

13-21 November, Glasgow Motor Show. 14, Ecurie Ecosse Association dinner.

23, Advertising M.C. dinner-dance.



ROM evidence on some cars exhibited, this year's Motor Show marks the beginning of a real interest in providing protection in accident against injuries to car drivers and passengers. Named—rather badly—safety devices, and more aptly termed protection features, these are beginning to be more and more appreciated, accepted and allowed for in modern car design. More interest in this subject has been shown in America and certain European countries than in Great Britain, but a beginning has been made here. A great deal of research on this subject is needed before any really sound basis of protection design can be realized, but in the meantime much can be done, even on a small scale, to minimize or eliminate injuries in minor accidents.

Most spectacular of all protection devices, and the one which has had most publicity, is the safety belt; considerable research has gone into its use, advantages and form in both America and Scandinavia. In this country we have different sorts of cars, and—consequently—accidents, so one must be a little chary of accepting most statistics on this subject, since they are based on results obtained elsewhere. Certain factors seem to be indisputable; a badly fitted, poorly designed, and ineffectively secured harness is likely to be more dangerous than none at all. It is also certain that, under nearly every condition, a full harness is safer than a lap strap; its disadvantages are that it is more of a nuisance to put on, and more restrictive of movement. At the moment, the safety belt is undergoing a similar transition period to that which the crash helmet went through with the motor cyclist. Psychologically, it is difficult to persuade people to use them, not only because of their cost but also of the inconvenience of wearing them.

Above left: New dished steering wheel on the Porsche. Above: On the Mark 2 Jaguars a flat wheel with half a horn ring is used

At the Show an outstanding belt is that exhibited on one of the Volvos. This harness, of their own design, has been improved upon since last year. It consists of a single length of 2in nylon webbing, one end secured to the central door pillar and the other to the floor beside the door. A sliding fastener is clipped to a centrally mounted fixture once the passenger or driver is in position. This belt, therefore, offers the benefits of a full harness combined with those of a lap strap.

On the Hillman Stand there is a Minx fitted with simple Irvin lap straps on all four seats. There are many different belts and harnesses now available on the market, but a would-be purchaser should get expert advice about the type to use, and the method of securing it to his car.

There can be no dispute that if one is involved in an accident in a saloon car, the safest place to be throughout is inside the car. We have already mentioned the seat belt, but another important factor is that doors should remain closed during body/chassis distortion that is likely to

occur during an accident. For a long time it has been known that front-hinged doors are much safer from the point of view of keeping the passengers inside. In spite of the increased difficulty of entry and exit when a door is forward-hinged, most manufacturers have fitted them for some years, and only a few cars still retain rear hinges.

The Triumph Herald steering

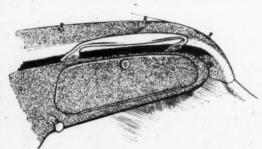
column adjustment is designed to telescope under

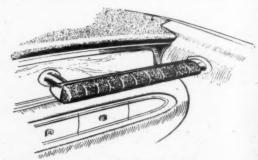
heavy loading

Although the positioning of the hinges helps to prevent people from being thrown out of the car, it is not a complete answer. In the United States use is made of the so-called "burst plate," which is intended to prevent the door opening accidentally; in this country Vauxhall fit a similar device.

For family motorists, a respectably

For family motorists, a respectably large number of cars now offers a child-proof security lock on the back doors. One of the most popular is the latest Wilmot Breeden type, fitted to all the Farina-bodied 1,500 c.c. and 3-litre models made by B.M.C. It is nearly completely foolproof, since the activating lever is inaccessible when the door is shut. Another type allows the interior handle





Two ways of doing the same thing; grab handles on the Triumph TR3 (left), and the Pontiac Bonneville (right)



MORE POWER TO STOP

DUNLOP

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Standard Equipment on
ALL FOUR WHEELS
of the

FERRARI 250 G.T. MODELS

DUNLOP DISC BRAKES for safe, confident, non-fade braking

ITALIAN GRAND PRIX

1st · 2nd · 3rd

PORTUGUESE GRAND PRIX 1st · 2nd · 3rd

MONACO GRAND PRIX

1st · 2nd · 3rd

DUTCH GRAND PRIX

1st · 2nd · 3rd

EUROPEAN GRAND PRIX

1st · 2nd · 3rd

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They are also the only bearings with these winning records 59 GRANDS PRIX 5 WORLD CHAMPIONSHIPS 8 LE MANS

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RALLIES EVERYWHERE

THE 1st WORLD CHAMPIONSHIP OF MANUFACTURERS (Formula | & II)

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THIS IS THE DISTINCTIVE BOX WHICH BRINGS YOU GENUINE VANDERVELL BEARINGS

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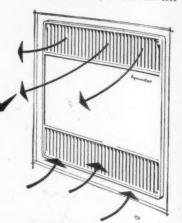
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BEARINGS



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THE AGAVECTOR

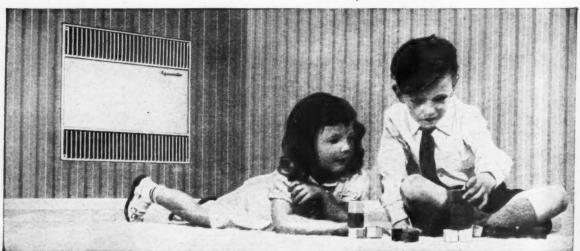
gives you a new luxury in house heating—warm air moving softly but insistently into every corner all the time. The AGAVECTOR is central heating brought right up to date—and there's plenty of piping hot water too!

here's what it looks like

This elegant wall model, practically flush fitting, only two feet square, can be painted or even papered to suit your own colour scheme. Its dual outlets, each controlled, provide full heat for living accommodation, in addition to generous background warmth throughout the remainder of the house. This Agavector is very little thicker than the partition walls; it is one of four different designs in a range of prices.

here's how it works

Air enters the Agavector near floor level, passes over a heat exchanger, and is expelled as a warm and gently soothing stream, from the upper grille. You have one source of heat only, for the whole house—and of course you get lots of hot water too! Send us the coupon, and we'll tell you all about it!



AGAVECTOR for DORMY houses

For their new Dormy houses being built in London, Croydon, Shirley and Epsom, Wates Built Homes Ltd. have chosen the Agavector Senior for economy-withdesign heating.

Go on to an

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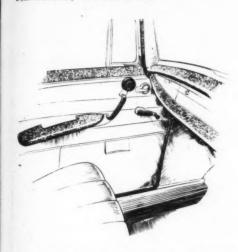
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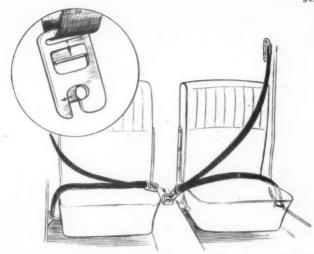
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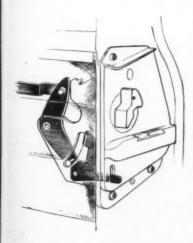
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Left: Considerable thought has gone into the padding of every projecting surface on the 220-type Mercedes-Benz. Right: Volva's latest safety belt combines a diagonal chest-and-lap strap. Below: On the Wilmot Breeden child-proof lock, it is still possible to engage the locked position on the interior handle



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Safer Inside . . .

edge of the facia is carefully padded, while the lower edge and the facia itself are bristling with objects that could cause the most unpleasant injuries.

Without doubt the most extensively padded car on view at Earls Court is the Mercedes-Benz 220-type; on this car not only is the facia well padded on the lower and upper edges, but cushioning strips run along the door tops, the door handles and window winders—even the boss of the steering wheel is similarly finished. The knurled knob for opening the quarter-vents is made of soft plastic.

There is some tendency to make padding too yielding. The Sunbeam Alpine facia, for example, appears to be well padded, but inspection shows that even finger pressure makes contact with a hard surface beneath. This is by no means the only car on which this was noticed. An alternative attempt to provide a safe facia is found on the Triumph Herald; on this the upper facia, which is of moulded plastic fabric, is designed to collapse under a severe blow.

There is evidence to show that sun visors are often the cause of dangerous and sometimes fatal injuries. Many cars from the Continent fit as standard a soft, well-padded visor that can do much to reduce and even avoid such casualties. One can only hope that before long manufacturers will cease to fit unyielding boards or others with projecting mountings.

or others with projecting mountings.

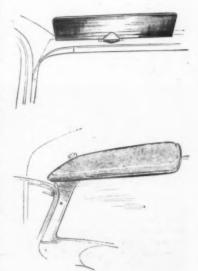
Manufacturers to be commended are Vauxhall and Ford who are fitting a well-padded sun visor to their more expensive models—similar types can be obtained from either E. D. Rose or Tudor Accessories—and Jensen, who fit a well-packed strip about a foot in width immediately above the windscreen, with the sun visor sliding in and out of the front of it.

Grab handles are still offered on many makes, although they provide more peace of mind than actual protection. On at least two sports cars they are so placed that many passengers, if thrown forward, would receive them directly in the face. On the Alfa Romeo Speciale, however, there is a neat little handle mounted quite conveniently in the roof, and

made out of soft material. A padded handle beneath a well-protected facia top is provided for the front seat of the Pontiac Bonneville Sports Coupé, although the passenger would need to have long arms to be able to use it.

In the case of the driver, the steering wheel is frequently a prime cause of injury, and dished steering wheels are now recognized as a help in reducing this risk. Most American cars have them, and an increasing proportion of European and British types. Two alternatives are the slightly unorthodox wheel on the DS Citroen, which has now been fitted to the Bijou 2 c.v., and the flat surface type of the Mark II Jaguars.

On the Triumph Herald a so-called (Continued on page 555)



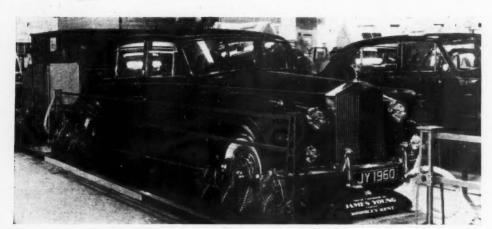
(Above) Orthodox type of sun visor which the majority of British cars still have, compared with the padded visor (below) which is fitted to Vauxhall Crest

to free-wheel; although having the advantages of being an easily fitted accessory, it is not considered, even by the manufacturer, to be totally childproof.

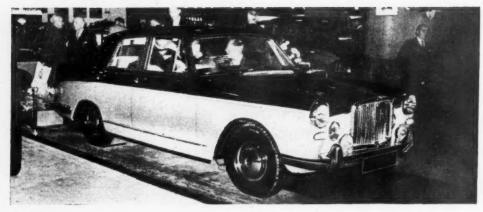
In combination with this requirement of keeping the crew within the car during an accident must be included a brief comment on glass. This is a particularly controversial subject. First and foremost question is that of type, but of more interest in the present context is the area of glass in many modern cars. Quite naturally, the greater this area the higher is the chance of being thrown through it. It is impossible to say what is excessive, but if anyone is at fault here it is most certainly the American manufacturers, although some British and Continental cars have shown similar tendencies.

Assuming that it is possible to retain the passengers inside the car, attempts must be made to reduce injury resulting from violent contact with objects within. In many ways this protection feature is the most advanced of all, and few manufacturers have failed to introduce padding on at least one car in their range. At the moment, however, there seems little coordination of attempts, even within one factory; there is more than one example at Earls Court of cars on which the upper

Coachwork AT EARLS COURT

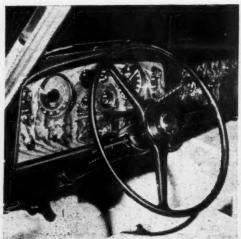


Rolls - Royce Phantom V with limousine coachwork in dark green by James Young



Princess 3-litre shown by Vanden Plas — a luxury version of the Austin A.99

Below left: Facia of the Park Ward Continental Bentley convertible has radio controls in the instrument panel; (right) Vanden Plas Princess 3-litre interior







The H. J. Mulliner two-door Bentley Continental saloon has a wrap-round screen and particularly slender pillars

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Above: Estate car by E. D. Abbott—a conversion of the Ford Zodiac

Left: Interior of the Hooper 2½-litre Daimler saloon showing the padded leathercovered facia and neat door trim





Junior Assessment



PROSPECTS FOR THE UP-AND-COMING FORMULA

INDFUL of the steady flow of young British drivers who were finding their feet in formula 3, and the multitude of club events held weekend after weekend in this country, several motor racing personalities in Italy got together and conceived formula Junior.

What they needed, they decided, was a modern, cheap, lively, and relatively safe single-seater racing car on which young drivers could try their skill, get acquainted with the feel of a single-seater, and, more important, graduate to greater things; by this means they hoped to overcome the serious shortage of top-line drivers that exists in Italy.

The idea caught on—not only in Italy, but in other European countries. Last October, unaltered except in a few minor details,

the new Italian racing car class was accepted by the Fédération Internationale de l'Automobile in Paris as an International formula, alongside formula 1 (2,500 c.c. unsupercharged, or 750 c.c. with supercharger), formula 2 (1,500 c.c. unsupercharged, or 500 c.c. with supercharger), and formula 3 (500 c.c. unsupercharged).

The few races that have been run in England this season and

The few races that have been run in England this season—and the many on the Continent—have been first-class, closely-fought events that have given the crowds full value for money. Next year's races will be even better, as more cars appear; Britain will be very much in the picture, with at least six different makes on sale to the public, and several one- or two-off examples coming along.

Briefly running through the regulations concerning the cars—which are simple and short—the engine must come from an F.I.A.-recognized production touring car, of which at least 1,000 examples have been built; it must not have either a twin- or single-o.h.c. layout. Only pushrod-operated overhead valves are allowed—or, of course, side valves (in which case, if these are standard, o.h.v. or o.h.-inlet-valve conversions are banned.) The cylinder block, head, and cylinders themselves (if these are removable) must be from a production touring car; no special heads, therefore, are allowed.

Engine capacity is limited to 1,100 c.c. for a minimum weight of 400kg (881.8lb; this weight limit is reduced to 360kg (793.7lb) if the capacity is 1,000 c.c. or less). These engine capacities may be achieved by modifying only the bore of an existing unit; the stroke must remain unaltered. The type and number of carburettors may be changed, but fuel-injection may not be used if the production engine did not have it fitted as standard equipment.

The gear box case, too, must come from a production touring car (though not necessarily the same one as the engine) but complete freedom is allowed with the number of gears and their ratios. The braking system, and its principle (drums or discs), must be the same as that of the car that supplied the engine—which is why the cars using B.M.C. A-series units are fitted with drum brakes; if, and when, any A-series-engined B.M.C. production car goes over to discs, they will then be permitted. An automatic starter is compulsory—which means a battery though not necessarily a generator.

Only open, single-seater bodywork is allowed, with exposed wheels and a roll-bar to protect the driver should the car turn over. An "efficient" silencer is compulsory—whatever that may mean; a self-locking differential is banned; and only commercial fuel may be used. There are certain overall-dimension limits:

Above: Start of the formula Junior race held at Monte Carlo the day before the Monaco G.P. This event demonstrated that, at least on a slow circuit, the cars can provide close, keenly fought, and exciting racing. Below: Michael May, foremost "Junior" driver on the Continent this season, inspects one of the Fitzwilliam Junior Elvas at Goodwood



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Junior Assessment . .

minimum wheelbase is 200cm (78.7in), track 110cm (43.3in) and maximum body width (measured outside) 95cm (37.4in).

The power unit is going to be the greatest single factor influencing the cost of the Junior cars. By setting such tight limits on what may be done to achieve more power-or, indeed, on what types of engine may be used-the F.I.A. may well find itself hoist by its own petard, and that one of the chief endsin-view-that of cheapness-may have been lost. It is far more difficult-and therefore costly-to produce a lot of power from such a restricted specification than it is when complete freedom

As an example, one particular firm is producing a formula Junior engine from the existing A-series B.M.C. unit, with its basic output of 37 b.h.p. in the Morris Minor 1000. A tremendous amount of work has been necessary-including raising the compression ratio, extensive work on the ports, valve system, crankshaft and connecting rods, reshaping the combustion chambers, and fitting Amal carburettors. The result is a genuine, sustained output of very nearly 70 b.h.p. at 6,800 r.p.m.-at a cost to the buyer of around £250. This is very little less than the price of the basic Mark I single-o.h.c. FWA Coventry-Climax 1,100 c.c. unit with its 75 b.h.p. at 6,000 r.p.m.; for £285 the Mark 2 gives 84 b.h.p. at 6,900 r.p.m.

Apart from the cost of achieving such an output in the face of so many restrictions, there must clearly be a loss in reliabilitywhich, again, means expense. The safe crankshaft speed of the A-series unit is 6,500 r.p.m.. At over 6,800 r.p.m. crankshaft troubles begin; at this speed and output the fatigue life of the crankshaft is not much more than 20 minutes. It is for this reason that the chef d'équipe of one particular team of A-seriesengined Junior Elvas, for which an ambitious Continental programme has been laid down next season, reckons to get through

75 crankshafts—one per engine, per race.

The A-series engine has been taken only as an example—the engine, in fact, which most British formula Junior constructors seem to be planning to use next season. There are others, of course, such as the Auto-Union 1000SP which, in production form, develops 62 b.h.p., and the new over-square 997 c.c., o.h.v., 105E Ford unit, with 41 b.h.p. at 5,000 r.p.m. and which revs. freely to about 7,000 r.p.m.

In terms of theoretical performance, the Junior single-seaters at present being produced should be very similar to the formula 3



One of the latest cars to be produced is John Cooper's formula Junior contender which, like his formula 1, 2, and 3 cars, will doubtless be a

cars which, to a great extent, they replace. A 1,000 c.c. engined Junior, fitted with a B.M.C. A-series engine and weighing the minimum permitted 360kg, should have a b.h.p. per ton figure of about 197; a formula 3 Cooper, with an output of 50 b.h.p. and weighing 44cwt, has a figure of 210 b.h.p. per ton. This slight advantage of the formula 3 cars over the present-day Juniors was demonstrated at Brands Hatch during the "test match" staged by the B.R.S.C.C. between formula 3 and formula Junior cars; the finishing order was Cooper-Norton, Cooper-Norton, Junior Elva, Cooper-Norton, Junior Elva, and Junior Elva.

As well as a slight power advantage at present, the little formula 3 cars have a decided edge over the Juniors where frontal area is concerned. This advantage will be inherited by the new formula Junior Coopers, when they come along; with the traditional Cooper rear-engine layout the driver will sit much lower, though the saving in weight that is associated with this layout will be of little avail-assuming that all constructors are keeping to the minimum permitted weight of 360kg where an engine of 1,000 c.c. is used.

However, over the redundant formula 3 cars the Juniors have one decided advantage. They look and sound like real racing cars-which, after all, is what the crowds come to see-and, with the similarity in performance that is bound to result from such hard-and-fast restrictions, they will provide the close-fought, exciting racing that has always been associated with formula 3.

PG

CARAVAN CLUB DINNER

Grosvenor House, London, on Friday last, the Caravan Club of Great Britain and Ireland held its annual dinner and ball, at which the guest of honour was Lord Brownlow. Lord Brownlow's estate, Belton Park, near Grantham, that it is proposed to hold next year's National Caravan Meet at Whitsun.

Sir Harry Brittain, who was in the chair, said that a message of greeting had been sent to the club's patron, the Duke of Edinburgh who, in reply, wished the tombola every success—an angled reference to the Duke's interest in outdoor sports, because the tombola was held in aid of the National Playing Fields Association. Over £220 was raised by the 500 members and guests at the function.

Lord Brownlow, discussing some of the finer points of running a "stately home," said that he was going all West Indian next year, complete with banana trees and calvosos. He also hoped to have a reconditioned 1932 16-cylinder Cadillac, and felt that the possession of a horse caravan would put him to advantage over his competitors.

On the day following the dinner, the club held its annual general meeting, which was of extra importance this year because of the intention to carry out complete reorganization of the club.

The club in its present form was founded in 1935 and taken over, with debts amounting to £700, by The Caravan in 1938. In 1954 a trust deed was signed with three directors of Caravan Publications as trustees. It is now desired by the membership that the club should enjoy greater independence.

In effect, a new club company will be formed, known simply as "The Caravan Club," and the trust will go into abeyance, though it will be left intact for possible further need. The new arrangement is perhaps best expressed not as a divorce but as a separation with a possibility of instituting restitution proceedings in the event of the new club not abiding by certain conditions.

At the meeting Dr. Boyd, of Edinburgh, was elected the new chairman to succeed Mr. Bill Stote. The new chairman started caravanning in 1920—with a horse caravan. He has held a number of high appointments in the club and is also a member of the Council for Preservation of Rural Scotland. The three vice-chairmen elected were Lt. Col. T. Boam, F. A. Collins and G. V. Hole. As a mark of the club's appreciation of his work, honorary life membership was presented to Mr. Stote.

The secretary, Donald Chidson, had

some interesting items in his report. In the last decade, he said, club membership had multiplied three times. Next year there will be no fewer than 600 reserved for members only, including five or six new ones in Cornwall. He also said that the 34 centres of the club had held more than 500 weekend meets during this

The financial report showed a surplus for the year of £7,194.

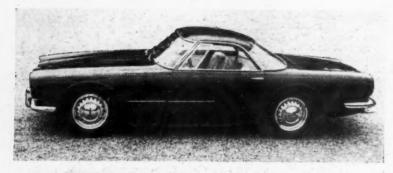
Motorway Behaviour

SERIES of five short films intended for interval showing on television, explaining and illustrating the code of driving behaviour on motorways, was presented last week in London to the of Transport, Mr. Ernest The films, made by Shell-Mex Minister Marples. B.P., Ltd., in co-operation with the Ministry, are dynamic in concept and execution; they deal with parking, drowsiness, lane discipline, turning and hard shoulders, and though very brief—up to 1½ minutes in duration—are full of action. Copies may be borrowed—both 16 and 35mm—from Shell-Mex and B.P., Ltd., Shell-Mex House, Strand, London, W.C.2.

The new filmlets supplement a range of 17, already in circulation, dealing with

road manners.

NEW AT TURIN



vee-8 engine which appears to be developed from their 450S sports-racing unit. It has a bore and stroke of 98.5×81mm for a capacity of 4,948 c.c., and with a compression ratio of 8.5 to 1 develops 340 b.h.p. at 6,000 r.p.m. It is claimed to have a maximum speed of 168 m.p.h. As on the 3500 G.T., servo assisted Girling brakes are fitted, discs at the front, drums at the rear.

Left: Two-seater coupé Superleggera Maserati 5000 G.T. in st ha an pin man bri

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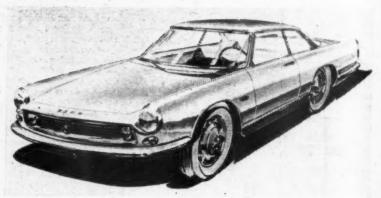
Below: Artist's impression of the Fiat-Abarth 2200 coubé

A MONG the new cars which will be presented at the Motor Show opening at Turin tomorrow is a Fiat-Abarth 2200 in both coupé and Spyder forms, and a 5000 G.T. Maserati with a Superleggera coupé body by Touring.

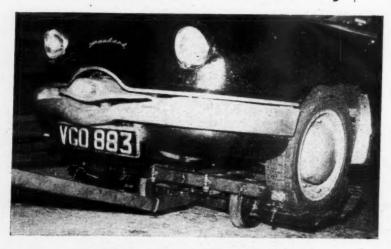
2200 in both coupé and Spyder forms, and a 5000 G.T. Maserati with a Superleggera coupé body by Touring.

Michelotti is responsible for the body design of the Abarth, and Carl Abarth has been at work on the Fiat six-cylinder 2100 engine. The bore has been increased from 77mm to 79mm, increasing capacity to 2,160 c.c. The compression ratio has been raised to 9.5 to 1 and three twinchoke Weber carburettors are fitted. These modifications increase the standard power from 95 b.h.p. at 5,000 r.p.m. to 135 b.h.p. at 6,000 r.p.m. Maximum speeds of 123 m.p.h. for the coupé and 116 m.p.h. for the Syyder are claimed.

for the Spyder are claimed. The new Maserati 5000 G.T. uses a



Breakdown Recovery



The recovery ambulance in position and ready for towing

A VEHICLE breakdown recovery ambulance which can be packed into the boot and interior of a Ford Anglia, and which will handle all sizes of private cars, is expected to be put into service on the London-Birmingham Motorway. It comprises a cradle within which the two front or two rear wheels of a car, regardless of

the nature of the suspension, are rolled and secured. It is adjustable to track widths between 3ft 9in and 5ft 6in. Built-in jacks then lift the cradle to permit the introduction of a steerable wheeled bogey and tow bar which locks to the cradle, and is attached to the towing car by standard 2in ball coupling. All parts can be handled

by one man, and, during a demonstration, two men loaded and coupled up a car within eight minutes.

Price of the hand-jack model is £118; a model incorporating hydraulic jacks will cost £148. Makers are Emerald Welding Co., Ltd., 21b, Brownlow Mews, Guildford Street, Gray's Inn Road, London, W.C.1.

FAIRTHORPE ZETA

THE Zeta was briefly described in last week's Show Report issue; further details are now available. Powered by the Ford Zephyr six-cylinder, 2,553 c.c. engine and fitted with the Raymond Mays aluminium cylinder head, this unit develops 137 b.h.p. at 5,500 r.p.m. when equipped with six Amal carburettors. Alternatively two- or three-carburettor induction may be specified, or a standard engine installed.

Dry weight of this sports two-seater is claimed to be 13½cwt, giving a power-weight figure of 208 b.h.p. per ton. A four-speed gearbox is fitted. Coil springs are used for the independent suspension of all wheels, wishbones locating the front wheels and trailing arms the rear wheels. Brakes are Girling, with discs at the front and drums at the rear.

Wheelbase is 7ft 3\(\frac{1}{2}\)in and at 4ft 9\(\frac{1}{2}\)in, front track is 9in wider than the rear track. With six-carburettor engine basic price is £975, £1,482 7s 6d including purchase tax, or £868 as a kit of parts for home assembly.

Automatic Conveyors at New Ford Plant

AST and largest undertaking in the Ford Motor Company's extensive expansion programme, which has been carried out at Dagenham since 1954, is a new paint, trim and assembly building, now in full production. The construction and equipment of this building have cost £10 million—it is 1,215ft long and 630ft wide, on two storeys. It occupies a 48-acre site just east of the bodymaking plant, formerly the Briggs factory, and connected to it by a closed conveyor

bridge spanning a main road.

To a large extent the building, with its various process plants, has been designed around a very extensive and complex conveyor system, and the makers of this, Geo. W. King, Ltd., of Luton, had their own engineers working closely with Ford's planning and production experts for many months before any building was started. All told, the conveyor is about 10 miles long, and may be carrying over 1,500 bodies at any given moment. The system starts where the bare metal body shells are completed, known rather poetically as the "Body in White" shop. Here it is overhead, with sections which drop down under push button control to pick up a body on steel slings. When a drop section is raised to travelling level, the body moves forward automatically into a six-bank indexer section—like six railway sidings—to be stored until it is called into the main transport conveyor for crossing the road bridge to the paint shop. indexer can stop and start a load trolley without stopping the conveyor itself. If there is any hold-up in the paint shop, the drop sections refuse to pick up any more bare bodies once the "sidings" are

In the paint shop the various plants are duplicated, so when the bodies enter it they go alternately to two tracks, where they are held in storage at first. Should one track be stopped, they go automatically to the other until that is full, when the whole system stops, restarting by itself as soon as either track has a vacancy

again.

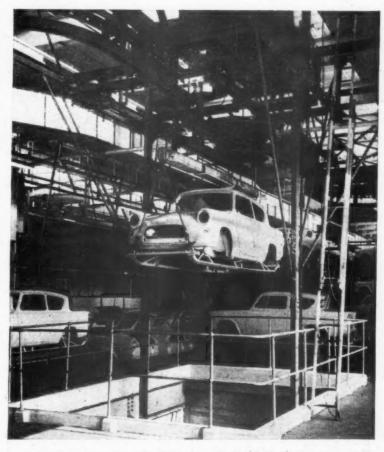
First process on each track is rustproofing in a six-stage phosphating machine, and the bodies then pass to a drying oven. A special feature here of the "Dual Duty" conveyor enables the bodies to be stored automatically on overhead rails without losing any sequence of flow at meal breaks, at the end of a working shift and so on.

Subsequent treatments cover upper sealing, underbody treatment in the "Slipper Dip," where the conveyor system stoops to "dunk" the body's lower portions; primer coat spray in booths; primer bake in ovens; and primer cooling. The bodies next change from overhead to floor conveyor, the slings being washed automatically and returned to the "Body in

White" shop.

Now on skids, the bodies go through a wet sanding process, are dried in ovens again, receive their undercoat, are again wet sanded and dried, and are finally enamel sprayed and baked. They then pass either directly to the trim shop on the ground floor, or to another paint plant for two-tone finish. While the bodies are being painted, all smaller parts are separately treated by similar processes, again on automatic conveyors.

Painted bodies are transferred to the



One of the drop rections of the overhead paint shop conveyor lowering an Anglia body to the trim and assembly shop on the floor below

trim shops through three body drop points, automatically in sequence according to the models. The trim shop has three separate conveyor systems, and as the bodies come down from above, they land on power-operated turntables which automatically turn them in line with the appropriate trim conveyor. Bodies can move from one line to the next by lift tables and transfer conveyors, and where factory aisles have to be crossed, the transfer conveyor is ramped down to floor

The complete body finally arrives at a storage bank and is held there until de-

livered to the final assembly lines, the latter also controlled automatically, of course, together with the delivery to them of the appropriate sub-assemblies, wheels, tyres and the like.

Main control rooms on the paint and trim shop floors supervise all conveyor operations, and from here the speed of every conveyor can be adjusted to suit production requirements. A master chart with indicator lamps shows every phase of the system. The whole plant is a masterpiece of planning, and an outstanding British engineering achievement in production control on a large scale.

Safer Inside . . .

collapsible steering column is used In fact, this has an adjustment which will give a maximum movement of 4in; it is clamped by a pinch bolt, and a pressure of approximately 150 lb on the steering column is sufficient to overcome this loading. In an accident this is intended to absorb some of the resulting shock should the driver either be thrown against the wheel or be pinned against the back of his seat by it.

Obviously, it is impossible completely

Continued from page 549

to prevent accidents, and the casualties that result from them. It is possible, however, to remove some of the dangers and reduce the casualty roll appreciably by some of the modifications already mentioned.

Much, of course, remains to be done in this direction; no one, for instance, has yet placed on the market a padded rear view mirror with a collapsible stalk, although the orthodox type is responsible for many injuries.

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A longer, restyled version of the $1\frac{1}{2}$ -litre B.M.C. Australian Lancer, the Series II, has been announced. Most components are common to those of the Morris Major Series II introduced in August. Improvements over the previous model include $2\frac{1}{2}$ sq. ft more luggage space, longer wheelbase, wider wheel rims, increased ground clearance and bigger dampers. The price is £A997 10s including tax



New workshops were opened recently by Boshier of Norwich, Ltd., at their Chapelfield Road Garages.

During the rebuilding of their premises, Alexander-Motortune, Ltd., have opened a showroom and workshop at Adam and Eve Mews, Kensington High Street, London, W.8. This company operates the London centre for Alexander engine conversions and accessories.

On 24 October a B.O.A.C. Comet arrived at London Airport carrying 69 visitors of the Ford Motor Co., Ltd., of Dagenham. The party consisted of American distributors of Ford products, many of whom were accompanied by their wives. One of the passengers was Mr. Merritt D. Hill, vice-president of the Ford Company of America.

SERVICE WEEKS

Service weeks will commence on the following dates: -

STANDARD

and College Motors, November 2, College Motors, Ltd., Rupert Street, Bristol, 1; Reeve and Stedeford, Ltd., Broad Street, Birmingham, 1; Kennings, Ltd., Broadway, Peterborough. November 9, South Devon Garages, Ltd., Market Street, Torquay; Ernest W. Hatfield, Ltd., 147-151, Norfolk Street, Sheffield, 1. November 16, Munn and Underwood, Ltd., Standard House, Com-Underwood, Ltd., Standard House, Colinerrical Road, Southampton; A. G. Boyes and Co., Ltd., East Parade, Huddersfield; Ernest W. Hatfield, Ltd., 147-151, Norfolk Street, Sheffield, 1. November 23, Munn and Underwood, Ltd., Standard House, 89, Palmerston Road, Southsea; Stephens, Meter Co. Ltd., 16, Poole Stanbourne Motor Co., Ltd., 16, Poole Road, Bournemouth West, Myers and Burnell, Ltd., Davygate, York, November 30, Eastern Automobiles (Colchester), Ltd., St. John's Avenue, Colchester; Central Garage (Halifax), Ltd., 89, Kings Cross Street, Halifax.

AUSTIN: November 9, Car Mart (Sales), Ltd., 16, Uxbridge Road, Ealing, London, W.5; November 16, H.T.P. Motors, Princes Garages, Truro, Cornwall.

A new branch office has been opened at 1,200, London Road, Norbury, S.W.16, by the North Central Wagon and Finance Co. (London), Ltd. The man-ager is Mr. E. Osbourn, telephone number Pollards 0066.

A modern distributing terminal at Cardiff is being planned by the Regent Oil Co., Ltd. At a cost of £500,000, the construction will include 30,000 tons storage, and facilities for receiving ocean tankers. The project should be com-pleted in early 1961.

Lodge Plugs, Ltd., of Rugby, are now producing sets of high-tension leads for plugs and distributor complete with terminal fittings. Although there are only four sets, all requirements are claimed to be met, and each package is wrapped in plastic which is proof against oil, petrol and moisture. Service stations may obtain further information on request to the company

An unusual ceremony was held yesterday, 29 October, at the premises of Regent Motors (Cheltenham), Ltd., who Siddeley distributors. are Armstrong Siddeley distributors.
Commemorating the wartime association with the Gloster Aircraft company, this was the unveiling of an artist's impression of the first successful jet aeroplane. The site is where the Whittle W1X engine was built, and the unveiling was performed by Mr. H. Burroughes, F.R.Ae.S., chairman of the Gloster company.

Exaggerated tail fins, mascots and semaphore indicators have been con-demned by the Economic Commission for Europe, and a recommendation has been made by the E.C.E. that national legislation should be made against them. Mascots should be permitted only if they were completely elastic, or if they had at their base a spring mounting which would offer no resistance to pressure. The Commission also recommends that the lower edges of facias should be round and broad, and that interior rear mirrors should have protective frames.

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B.75 Hardt B.105 Hardt QB.99 Hardt QB.10

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750	1,498	3 2,123	502 3.2	1,97	0 2,792	1200 Full light	79	8 1,132
A.C.			502 S.3.2		5 3,068		98	7 1,399
Ace	1,188	1,684	503 507		0 4,959		1,05	0 1,489
Ace-Bristol	1,44.	2,045	BORGWARD	3,10	0 7,373	FORD (American)		
Aceca-Bristol	1,446	2,409	Isabella .	84	5 1.198	Galaxie Skyliner conv	t. 2,04	8 2,902
Greyhound	2.040	2,891	Isabella estate car	89			5 2,19	5 3,111
ALFA-ROMEO	-,	1-1-1-	Touring sport	970		FORD (Canadian)		-1
1300 Giulietta	1.278	1,812	TS de luxe	1,020	0 1,446	Fairlane 500	1,75	
Guilietta TI		1,977		1,360	1,928	Victoria Estate car	1,79	
Giulietta Spyder	1,498	1 2,123	BRISTOL				1,98	2 2,809
Giulietta Veloce		2,619		2,995	4,244	FORD	-	
Sprint Speciale	2,295	3,252			1	Popular II	341	
2000 Spyder	2 105	2,832		2,335	3,309	Popular II de luxe Anglia III	363	
	2,173	3,111	CADILLAC			Anglia III de luxe	430	
Palm Beach II	1 200	1.843	6029 Fleetwood 6339		5,101	Prefect III	438	
Gran Turismo		2,409	200.	3,200	4,534	Escort	434	616
	1,700	2,402	CHETTOLL	1 420		Consul	545	773
ALVIS 3-litre	1 005	2,827	Biscayne	1,439	2,040	Consul de luxe	580	
Convertible		3,111	Bel Air Impala hardtop		2,096	Conversible	660	
ARMSTRONG SIDE				1,301	2,217	Estate car	760	
Star Sapphire	1 742	2,499	2 c.v.	398	565	Zephyr (automatic)	725	
Limousine		3,150	ID19		1,415	Convertible	725	
(automatic)		3,315	DS19		1,630	Estate car	825	
Sapphire 346 limousin	e 1,910	2,707	DAIMLER		1	Zodiac	675	
ASTON MARTIN			V-8 SP250	984	1,395	(automatic)	790	1,120
DB Mk. III	2,050	2.905	Majestic	1.760	2.495	Convertible	873	
(automatic)	2,220	3,118	DQ 450	2,113	2,995	Estate car	895	1,269
DB4	2,650	3,755	DK 400A	2,974	4,215	FORD (Germany)		
DB4GT	3,200	4,534	DK 400B	3,063	4,340	17 M two-door		1,134
ASTRA	200		D.B.			Four-door Combi	845	1,198
Utility	308	308	Rally HBR5 coupé	1,299	1,842		830	1,177
AUSTIN	200	407	DELLOW			FRAZER NASH		2 250
Seven de luxe	350 378	497	Mark VI Mark VI Sports	575	815	Sebring		3,259
Countryman	444	630	Special equipment	625 665	943	Continental	2,500	3,330
A.40	450	639	D.K.W.	000	713	GOGGOMOBIL	220	4/3
A.40 de luxe	458	651	Fixed-head	792	1,124	Regent 300 Regent 400	329 342	467
A.55 Cambridge	565	802	Four-door		1.185	Mayfair 300	416	
A.55 de luxe	585	830	Universal estate car		1,232	Mayfair 400	429	608
A.99	810	1,149	1000 fixed head	875	1,241	Royal T 700	473	671
(automatic) Gipsy (petrol)	650	650	Two-seater Sports	1,470	2,084	HILLMAN		
Gipsy (diesel)	755	755	DODGE			Minx Special IIIA	509	722
AUSTIN-HEALEY			Custom Royal	2,230	3,160	(automatic)	597	847
Sprite	445	632	EDSEL			Minx de luxe IIIA	539	765
3000		1,168	Ranger	1,725		Convertible IIIA	615	872 858
BENTLEY			Corsair	1,808	2,562	Estate car IIIA Husky	605 465	660
52	3,995	5.661	FACEL VEGA				403	000
L.w.b.	4,900	6,943	HK 500 hardtop	3,150		HUMBER	040	1,191
James Young I.w.b.	5,870	8,317	(automatic)	2,980 3,200	4,223	Hawk (automatic)		1.354
H. J. Mulliner convertible	5,265	7,460	Special equipment Excellence	4,140	5 866	Estate car	995	1,411
Continental II Park Ward Convertible	5,545	7 957	FAIRTHORPE	1,110	3,000	Touring limousine		1.304
H. J. Mulliner 2-door	5,730		Atomota	447	634	Super Snipe	1,025	1,453
Flying Spur	5,730	8.119	Electron Minor	503	714	(automatic)	1,140	
James Young 2-door	5,785	8,197	Electron Mk. II	807	1,144	Estate car	1,200	
Four-door	5,855	8,296	FERRARI			Touring limousine	1,125	1,575
BERKELEY			250 G.T. coupé	4,200	6.091	ISETTA (Gt. Britain)		
8.95	442	628	FIAT	-		300 Plus	258	366
Hardtop	462	657	500 convertible	350	499	JAGUAR	-	
B.105	459	652	500 Sunroof	370	525	2.4	1,019	
Hardtop Q8.95	481	674	600	432	613	2.4 Mk. II	1,082	
Hardtop	502	713	Convertible	452	641	3.4	1,114	1,579
QB.105	496	703	Bianchina Multiple 4/5	510	724 755		1,177	1,669
Hardtop	512	727	Multipla 4/5 Multipla 6	540	766		1,329	
			1100	579	820	3.4 XK 150 coupé	1.175	1 666
B.M.W.								1,000

Continued on next page

NEW APPOINTMENTS

n n

Among recent appointments are the following:—

Mr. R. W. B. Hawksley, managing director of Mann Egerton and Co., Ltd., has been appointed deputy chairman.

Mr. L. S. Faulkner, district manager in southern Birmingham for the Dunlop Rubber Co., Ltd., has been elected president of the East Anglia Motor and Allied Trades Golfing Society.

Mr. J. G. Francis has become technical representative for Yorkshire and Lincolnshire of Sheepbridge Equipment, Ltd., of Chesterfield, Derbyshire. The company is a member of the Sheepbridge Engineering Group.

C.A.V., Ltd., of Acton, London, W.3, have appointed Dr. A. E. W. Austen, B.Sc., Ph.D., A.M.I.E.E., as chief engineer. He has been chief research engineer since 1946.

The Esso Petroleum Co., Ltd., has appointed Mr. B. A. Tunks as deputy general manager of marketing, Mr. E. C. Nickless assistant general manager of the same division, and Mr. C. P. Dalton manager of the co-ordination and economics department.

Mr. E. Leslie Marshall, formerly joint managing director of Daimler Hire, Ltd., and who became European manager for Hertz International in August, has been appointed vice-president of the latter organization. He is currently touring branches on the Continent.

Mr. Jack F. Thornton, sales director for many years of Hooper and Co. (Coachbuilders), Ltd., has joined H. A. Fox and Co., Ltd., 3-5, Burlington Gardens, Old Bond Street, London, W.I, in a similar capacity. Mr. R. McLean, formerly of the Hooper sales staff, has also joined H. A. Fox, whose service works at Kew undertake Rolls-Royce and Bentley repairs.

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The hard top is available to "Standard," "Super 75" and the latest "Super 90" technical specification. For 1960, there are no basic modifications, but a number of quite important improvements have been incorporated, primarily with the emphasis on safety, while technical development has not been neglected.

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		fine, P.	tal T.) U.K.				List th	
JAGUAR (Contd.)	1 370	1 943	M.G. (Contd.) Twin Cam Magnette III	843	1 194	IGOOD CONVENTING	£	£
3.8 XK 150 coupé 3.8 XK 150S coupé	1 535	2 176	Magnette III	714	1.013	1600D convertible 1600 fixed head	1.330	1,885
	1,533	2,170	MORGAN	/ 14	1,013	1600 fixed head	1,37	1,943
JENSEN	1.010	2 707	4/4 2-seater	498	707	hardtop	1.494	4 2,118
	1,910	2,707	Competition	550		500 detachable	.,	. 4,110
LANCIA			Plus 4 (TR) 2-seater			Cabriolet	1,539	2,176
Appia	1,120	1,588		660		Super 90	1,700	2,409
Farina coupé	1,530	2,169	Coupé	693				
Zagato Sport	1,590	2,254	MORRIS			PRINCESS		
Farina coupé Zagato Sport Flaminia Zagato Sport	2,420	3,429	Mini-Minor	350	497	3-litre (automatic)	985 1,035 1,085	1,397
Zagate Sport	2,670	3,702	Mini-Minor de luxe			Limousine	1,035	1,467
LINCOLN			Minor 1000 2-door			4-litre-models	2 150	3,047
Premiere	3,067	4,346	2-door de luxe	436		T-inci e-inodeis	2,136	3,04/
Continental Mark IV	3,724	5,277	4-door	441		RAMBLER		
LOTUS			4-door de luxe	464		American Super	1.100	1 543
Seven	690	978	Tourer	416		Estate car	1 100	1.302
Elite	1,375	1,949	Tourer de luxe	436		Six Super	1.728	1 741
Seven Elite Sports 45 Club 75 Le Mans 85	1,109	2,575	Traveller	417		American Super Estate car Six Super Estate car Six Custom Estate car Ambassador vee-8	1.335	1,893
Club 75	1,583	1,248	Traveller de luxe	491		Six Custom	1.269	1 799
Le Mans 85	1,807	2,569	Oxford V	575		Estate car	1,390	1.970
MERCEDES-BENZ		1	Oxford ♥ de luxe	595				
180	1.195	1,694	Traveller	665	943	Hardtop Estate car	1,552	2,200
180D (diesel)	1 259	1.785	N.S.U.		1		1,602	2,271
190	1,250	1,772	Prinz	426	605	Ambassador Custom		
190D (diesel)	1,360	1,928	OLDSMOBILE			Estate car	1,662	2,356
1902F	1.930	2,/33	Dynamic 88	1,880	2,664			
220	1,587	2,249	Super 88 Convertible		2,849	RENAULT		
220S de luxe	1,757	2,490	Convertible		2,806	750	437	
220SE	1,898	2,690	98	2,320	3,288	Dauphine Condini Dauphine	505	717
220S de luxe 220SE 220SE coupé 300 de luxe 300Si. Roadster	2,917	6,139	OPPERMAN			Dauphine Gordini-Dauphine Floride Coupé Fregate Transfluide	940	1 101
300SL Roadster	3,665	5 214	Unicar T	283	402	Count	855	1,171
		3,314	PANHARD			Fregate	894	1 268
MERCURY (Ameri			PL17	705	1,000	Transfluide	987	1 400
Monterey Montclair Park Lane Estate car	1,839		PEERLESS		.,	Manoir estate car	1.032	1.462
Montclair	2,126			1,100	1.559	Domaine estate car		1,268
Park Lane	2,575		PEUGEOT	.,	.,			1
	2,077	2,944	203	650	922	RILEY		
MERCURY (Canad	ian)		403		1.129	One-point-five	575	816
Monterey	1,729	2,451	Estate car		1,227	4 Sixty Eight	725	1,028
Montclair Park Lane Estate car	1,998	2,832	PLYMOUTH		.,,			
Park Lane	2,420	3,429	Belvedere	1,950	2 764	ROLLS-ROYCE		
		2,766	Fury	1,960		Silver Cloud II	4.095	
MESSERSCHMITT			Hardtop	1,995		L.w.b.	4,995	7,077
Tg500	450	638	PONTIAC	.,	-10-	H. J. Mulliner	F 3/-	7.400
METROPOLITAN			PONTIAC	1 545	2 100	convertible	5,365	
Hardtop	498	707	Laurentian Parisienne	1,545	2,190	James Young I.w.b. Phantom V	4,965	8,452
Convertible	E14	722		1 665	2,303		6,285	9.905
M.G.	-		Four-door	1 697	2,359 2,405	James Young 7-pass.	6,630	
MGA 1600	663	940	Catalina Four-door Bonneville Four-door hardtop	1.941	2.751	lames Young touring	0,030	2,274
Hardtop	714	1 027	Four-door hardton	1 974	3 700	limousine	6,430	9 110

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Autocar NEW CAR PRICES £ £ 963 1,365 1,085 1,538 1,210 1,715 TURNER A.35 Sports Climax Sports TVR VOLKSWAGEN £ £ 815 750 1,063 Basic De luxe Convertible 1,210 1,715 660 965 Karmann-Ghia coup à Ford-engined ,315 1,864 650 650 740 740 740 1,049 730 730 820 820 860 1,219 Land-Rover II 88in Supercharged 12/20 Climax 725 1,062 950 1,385 Convertible te car VAUXHALL VOLVO Victor Victor Super Victor de luxe 960 1,361 SINCA ARONDE WOLSELEY Estate car Velox II 532 755 565 802 650 922 615 872 632 896 699 991 725 1,028 1,020 1,446 1,080 1,531 P.60 de luxe P.60 Super de luxe Chatelaine 15/60 Cresta II Velox Friary 1,014 862 1,222 923 1,309 Cresta Friary (automatic) 935 1,326 **MOTORIZED CARAVANS** Grand Large LISBURNE (Contd.) Sleep-a-Kar Austin 152 Morris J2 AIRBORNE 835 Monaco Plein Ciel hardtop Thames 10/12 cwt 15 cwt Oceane convertible CALTHORPE LAND CRUISER ome Cruiser 152 SIMCA VEDETTE er 30 cwt 1,369 965 892 mbord Bedford 10/12 cwc Morris J2 Standard Atlas MARTIN WALTER SINGER 848 973 957 943 **Bedford Dormobile** Two-berth tomatic) wertible Four-berth Thames Two-berth BLUEBIRD ayman Austin 152 875 826 SKODA CAR CAMPER Austin 152 four-berth Five-berth Morris J2 four-berth MOORTOWN 745 olkswagen Microbus licrobus Mark II Estate car 695 986 725 1,028 PARALANIAN STANDARD 495 702 599 850 695 986 810 1,148 770 1,093 858 Austin 152 De luxe 1,025 KENEX Carefree Bedford De luxe Long wheelbase De luxe 780 PETER PITT Ensign Vignale Vanguard Austin 152 Morris J2 tomatic) Thames STUDEBAKER LISBURNE Devon Volkswagen Microbus 1,126 1,596 1,290 1,829 1,292 1,831 1,415 2,006 Volkswagen Microbus WESSEX 898 ark Regal (8-cyl.) SLUMBERWAGEN 1,105 930 1,125 De luxe Microbus II Volkswagen Microbus I Microbus II SUNBEAM De luxe 972 pine pier IIIA THREE-WHEELERS 331 400 | Isetta Plus 302 367 | Messerscha Messerschmitt KR200 Nobel 200 Reliant Regal Scootscar Tourette Senior 735 1,042 Berkeley Bond Tourer 400 367 376 350 333 TRIUMPH 395 440 287 371 310 Frisky Heinkel Isetta 311 378

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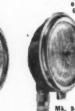












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Morris Cookey ISOO 1959/9 1959-9 1957-9 1957-9 1958-9 1958-9 1958-9 1959-9 1954-8 1956-9 8173-U 8116-U 4363-P 8119-W 8131-W 8131-W 8151-W 8176-V 8016-V 8096-V Morris Cowley 1500 Morris Oxford 8174-V 8031-U 8112-V 8122-V 1958-9 1956-9 1957-9 8153-V 8076-V 8121-V | Singar Gazelle | Sept | 1956-9 | 8076-V | 51/5 |
Standard Ensign	1957-9	8076-V	51/5	
Standard Vignale	8	8154-V	51/5	
Standard Rapier	1.5	1958-9	8154-V	51/5
Sturbeam Rapier	1.5	1958-9	8164-V	51/5
Triumph T.R.3	1958-9	8162-V	51/5	
Yauxhall Cresta	1959-9	8180-V	51/5	
Vauxhall Cresta	1958-9	8180-V	51/5	
Vauxhall Cresta	1958-9	8172-V	51/5	
Vauxhall Cresta	1958-9	8172-V	51/5	
Vauxhall Cresta	1958-9	8172-V	51/5	
Valuxhall Cresta	1958-9	8172-V	51/5	
Valuxhall Cresta	1958-9	8165-V	51/5	
Volseley 15-60	1957-9	8165-V	51/5	
Volseley 15-60	1957-9	8164-V	51/5	
Volseley 15-60	1957-9	8164-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	8177-V	51/5	
Volseley 15-60	1959-9	817-V	51/5	
Volseley 15-60	1959-9	817-V	51/5	
Volseley 15-60	1959-9	817-V	51/5	
Volseley 15-60	1959-9	817-V	51/5	51/-51/-51/-51/-51/-8177-V 51/-

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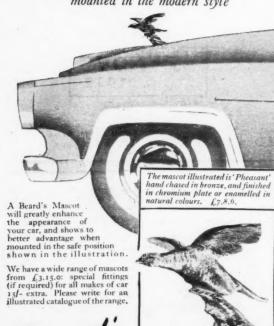
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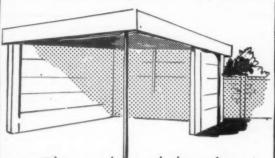
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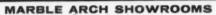
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 RILEY 12 litre R.M.E. saloon 1954. In
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 RILEY 2½ litre Nov. 1953 saloon. Black
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- £395 £895 €1.295
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GATEHOUSE MOTORS, offer .-

SATEMOSE AC. black saloon: £395.—Highgate Village. [C2021]

SEPTEMBER, 1951. A. C. 2-litre saloon, metallic blue, quite exceptional; £365.
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Calchester. Tel. 2835.

Colchester. Tel. 2833.

1953 (Nov.) A.C. saloon 4-door, radio, heater, strative car; £425; exchanges.—Wessex Netors, Wharf Hill, Winchester. Tel. 5386, [C4007]

1955 A.C. Ace 2-seater, blue with blue upholstery, dee engine, immaculate car.—Newbury Motors (Worcester), Ltd., Foregate St., Worcester. Tel. [C3146]

ACCA Bristol, choice of two, superb specimens, streamlined coupes just qualified as in excellent condition by our competition trained fitters, both cars have discs, 100D2 engine specifications and are similar to 1960 models; stock from £1.595; guaranteed.—Rudds, High St., Worthing 7773.4. Demonstrations of all models at your own address by 'no obligation' arrangement.

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A.C. Cars W. C GATEHOUSE MOTORS pay cash for good A.C. Cars.—Highgate Village, London, N.6. Mount-view 4444.

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distributors. London and Middlesex.—
European Cars Ltd., 129. Old Brompton Rd.,
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FOR good used A.C. saloons and Bucklands specialised repairs and spares contact.—Fletcher & Co., 22, Beckenham Rd., Beckenham, Kent. Beckenham (19596 R.)

ALFA-ROMEO
1957 model Giulietta Veloce, 20,000 miles, radio, heater, host of extras; immaculate example; 18486, terms.—Tel. Buckhurst 6611. ALFA-ROMEO Giulietta Sprint Veloce 1957, 15,000 miles, ivory, with maroon interior, two owners, full titory known, in excellent condition throughout:

12/185 BARCLAY (SERVICE) Ltd., 18. Berkeley Sq., 12/185 BARCLAY (SERVICE) Ltd., 18. Berkeley Sq., 12/185 BARCLAY (SIRVINIA) (1082) 1956 (November) Alfa-Romeo Sprint, hard top. 1956 (November) Alfa-Romeo Sprint, hard top. 1957 (ask) 1957 (ask)

1957 1900 Super, one owner, passed by concessionaires, immaculate throughout: £1.585.—
Kill. Park 3445.

3445. [Clo94]
1957 (September) Alfa-Romeo Giulietta Spyder, see unter, regularly serviced and maintained, superb manaculate condition.—Sole London distributors. September 2 Co. 40. Conduit St., W. 1 Regert 0424.

SPECIAL FEATURES IN THIS ISSUE

On Pages 144 - 158

and Page

BARTLETT.—Consult us before selling or exchanging your Alfa Romeo.—27. Pembridge Villas, W.I.I. [W1015]

Alfa-Romeo Spares and Service
THOMSON & TAYLOR (BROOKLANDS), Ltd.,
spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0214/R

ALLARD

A LLARD 1949 2-seater, export model, heater, radio, spots, excellent condition; £150.—1sl. 6649. [9792]

Aspots, excellent condition; £150.—1si. 6649. 19792
1951 Allard Pl sports saloon, many recent replacelate. Hills Rd., Cambridge, £7519.
265 gns.—Allard 1951 Pl saloon, silver grey, red
open 9-7 weekdays and Saturdays.—Rowland Smith
Hampstead (Tube), N. W.3. Hampstead 6041.
1951 Allard Pl sports saloon works and saturdays.—Rowland Smith
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England at £175.—Tillingham St. Garage, Sparkbrook,
Birmingham, 12. Vic. 2655.

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers; highest
cash prices.—Hampstead High St. N. W.3. Ham,
6041.

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1954 (December) Alvis Grey Lady, maroon, one owner: £795, black, Tickford coupe, immaculate, radio, heater; £695, 2395, alvis TA14 black saloon; £395.

1937 Alvis Speed 25 saloon, black; £275.—Gatedon, N.6. Mountriew 44dd., Higheate Village, Loundon, N.6. Mountriew 45dd.

SOLE London distributors.

NEW Alvis 3-litre saloons and drop head coupes for immediate delivery.

103. New Bond St., London, W.1. Mayfair 8351. [C1029]

BROADWAY MOTORS (HOUNSLOW) offer:-

1953 3-litre Alvis drop head coupe, finished in black, red interior, very good condition; e655.—Hanworth Rd. (Hounslow East Tube), [C1113

1953 (June) Alvis TA21 sports saloon, 2-tone owner from new, taxed

Dec: £525.

MASSH OF CHORLEY, Ltd., Pall Mall, Tel. 4347.
Chorley, Lancs. 1989

1951 3-litre Alvis saloon, twin SU carburettors.
and dark green, well above average condition:

WOKING MOTORS (MAYBURY HILL). Ltd., Woking, Surrey. Woking 4277. 1955 Alvis Grey Lady, grey, red leather, Michelin X tyres, excellent value; £645.—Tel. Wormley [9748]

SALES & WANTS

Turn to page 143 for Advertisement Form

ALVIS Speed 25 Charlesworth saloon, P100s, Servo brakes, reconditioned engine; £150 o.n.o.—Robinson, Enterprise 6517, evenings.

1952 Alvis fitted TC21 conversion, twin carbs., etc., etc., 42,000 miles since new, faultiess; £50.

EATON MOTOR Co., Eaton Socon 256 (St. Neots), (C2114)

1951 Alvis 3-litre saloon, heater, excellent con-field, 566, Kensington High St., W.14. Wes 6681.

1948 Alvis TAI4 saloon, last owner spent over £200 with Alvis's perfecting car then unexpectedly posted abroad; wonderful buy, £375.—Jennings, Richmond 3568, [63103]

mond 3588.

1954 Alvis TC 21 100 Grey Lady saloon, finished in grey with leather to match, heater, four new byres, only 34,400 miles, excellent condition; £635.—

J. Baker & Co., Ltd., Dorking 5822. (Clie9 1952 Alvis 3-litre coupe, special head, twin carbs, scellent coachwork and tyres, engine unused since reconditioning, taxed, private owner,—"West Shore House, "Hythe, near Southampton. Tel everlings, Hythe, Southampton 5141. Price £495, no offers.

Alvis Care Wardet

Alvis Cars Wanted

ATEHOUSE MOTORS pay cash for good used Alvis
Authority Cars.—Highgate Village, London, N.6. Mountview

W2021

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J. JAMES (LONDON), Ltd. 832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. (0094 R. MANCHESTER Alvis Distributors.—A. Freeman, Ltd., Grosvenor Garage Burnage Lane, Man-chester, 19, Rusholme 2674-5. (0553 R. chester, 19. Rusholme 2874-5.

LANCASHIRE specialised sales, repair and spare parts service; large stocks available,—Parkers, Ltd., Deansgate, Manchester, and Bradshawgate, Bolton.

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SEE our advertisement under Buick, Chevrolet, Ford Pairlane, Plymouth, Pontiac, Studebaker.
SCOTT CARS, 341-347, Finchley Rd, Hampstead, London, Nw.S. Hampstead 8676-7779. [C4016

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1959 Ford Skyliner, 4,000 miles, automatic, all powered accessories, red and white.
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1958 r.h.d. Chevrolet Bel Air Sedan, ivory and red.

1958 (Series) Chevrolet Corvette, fuel injection, 1956 (ved/white.
1956 brake, steering, all extras, as new.
1955 Cadillac Fleetwood Sedan, 24,000 miles only.
1955 Packard Patrician, every possible automatic, properly and electric extra.

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TERMS and exchanges arranged.—332. Eastern Ave.. [C2151] T. SULLIVAN CAR SALES offer:-

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NEW Ford Galaxie r.h.d.: immediate delivery

NEW Ford Palcon, r.h.d., immediate delivery.

1957 Ford Fairlane 500, r.h.d., automatic. self-seeking radio, many extras, immaculate: [C4113

1953 Cadillac sedan, automatic, grey with grey Windows Ltd., The Hyde, Hendon (C4118)

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New Yorker 2-door, h.t., r. and h., auto, trans. power brakes, steering, seats, windows and many other extras, early delivery.

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CONTINENTAL Mk. V. 4-door. h.t., auto. trans., r. and h., power brakes, steering, seats, windows, CONTINENTAL Mk. V 2-door, h.t., auto. trans., r. and h.. power brakes, steering, seats, windows,

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door saloon, auto, trans., r. and h., power brakes, steering, seats, windows, early delivery.

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PARK Lane, 2-door, h.t., auto, trans., r. and h., power brakes, steering, seats, windows, early dallways.

Power brakes, seesans, power brakes, steering, seats, windows, early delivery.

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MONTEREY, 2-door, h.t., auto. trans., r. and h., power brakes. steering, seats, windows, early

MONTEREY, 4-door, h.t., auto. trans., r. and h., power brakes, steering, seats. windows, early MONTEREY, 4-door saloon, auto, trans., r. and h., power brakes, steering, seats, windows, early

MONTEREY convertible, auto, trans., r. and h., power brakes, steering, seats, windows, early

GALAXIE, 4-door, h.t., auto. trans., r. and h., power brakes, steering, seats. windows. early

(Continued in next column)

AMERICAN CARS

(Continued from previous column)

GALAXIE, 2-door, h.t., auto, trans., r. and h., power brakes, steering, seats, windows, early GALAXIE 2-door saloon, auto, trans., r. and h., power brakes, steering, seats, windows, early GALAXIE 4-door saloon, auto. trans., r. and power brakes, steering, seats, windows,

delivery.

GALAXIE Sunliner, auto. trans., r. and h., power brakes, steering, seats, windows, early delivery.

FAIRLANE 500, 4-door, h.t., auto. trans, r. and h., power brakes, steering, seats, windows, early delivery.

FAIRLANE 500, 2-door, h.t. auto, trans., r. and h., power brakes, steering, seats, windows, early FAIRLANE 500 2-door saloon, auto. trans., r. and h., power brakes, steering, seats, windows, early

FAIRLANE 500 4-door saloon, auto, trans., r. and h., power brakes, steering, seats, windows, early

power brakes, steering, seats, windows, early delivery.

GALAXIE 9-passenger country sedan shooting brake, auto. trans., r, and h., power brakes, steering, seats, windows, early delivery.

FAIRLANE 500 6-passenger Ranch Wagon, auto. trans., and h., power brakes, steering, seats, windows, early delivery.

FORD Falcon Compact Car 4-door saloon, auto. trans., r, and h., power brakes and steering.

FORD Falcon Compact Car 2-door saloon, auto. trans., r, and h., power brakes and steering.

FORD Falcon Compact Car 2-door saloon, auto. trans., r, and h., power brakes and steering.

FORD Falcon Compact Car shooting brake, auto. Trans., r, and h., power brakes and steering.

EW, unregistered Ford Galaxie, right-hand drive, automatic, radio and heater, all extras, colour red white.

natiomatic, radio and heater, all eases, converted white unregistered Ford Fairlane 500, right-hand drive, automatic, radio and heater, power brakes, etc., colour grey/white.

1956 Buick, super hard top, dynaflow trans., radio and heater, w.s.w. tyres, power equipped, all extras, colour blue, w.s.w. tyres, power equipped. Cadillac Fleetwood, full maculate, fully power hydramatic, etc., colour black, colour black, to the colour black and heater, and the colour black.

1955 Cadillac convertible, full power squipment, power top, hydramatic trans, colour ice blue, 1954 Ford Ranch Wagon, radio and heater, colour ice blue, white, 1955 Chrysler New Yorker, 4-door blue, 1955 Chrysler New Yorker, 4-door blue, 1955 Chrysler New Yorker, 4-door blue, 1955 Chrysler New Yorker, altomatic Hudson Ramber Super, overdrive, radio and heater, all extras choice of two). Chevrolet convertible, radio and heater, all extras.

953 Chevrolet convertible, radio and heater, a extras.
952 Buick Super, radio and heater, all extras. 1953 Buick Super, radio and heater, all extras.

952 Ford Vedette, radio and heater, all extras.

1952 Ford Vedette, radio and heater, all extras.
1950 Buick Special, right-hand drive, radio and heater, all extras, all extras, and the service of the serv

ing. all extres.

1951 Oldsmobile 98, hydramatic transmission, radio
and heater, seat covers, one owner, colour

1957 Chevrolet Bel-Air 4-door saloon, automatic colour green/while.
1956 Chevrolet de luxe, automatic transmission, radio and heater, 2-door hard top, colour

bronze/tan,

E NGLISH, American and Continental cars taken in
art exchange; terms, insurance and tax facilities,
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[C4015]

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1957 Studebaker, Golden Hawk, automatic, heater, brakes and windows, one owner; £1.795.

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NEW r.h.d. Plymouth Fury.

1959 Plymouth Fury, r.h.d.

1958 Nash Rambler station wagon, automatic.

1958 Chevrolet Bel-Air, r.h.d. 1956 Studebaker Golden Hawk.

955 Studebaker President.

954 Hudson, r.h.d. 1955 Oldsmobile 4-door saloon.

1957 Ford Country sedan, 9-seater, r.h.d.

1958 Rambler Cross Country.

1955 Chevrolet automatic.

JOE THOMPSON MOTORS, Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Tel. Kensington 4858, [C4028]

AMERICAN CARS

HALF WAY

AUTOS,
THE American Car specialists of Essex. Southend
Arterial Rd., East Horndon, Essex. offer for sales—
1959 (new) Mercury Montclair hardtop saloos with adjusting brakes and set to the sales of the

sexcellent condition and has been well looked after by its next condition and has been well looked after by its next condition and has been well looked after by its next condition and has been sex power and conditions. The sex power is not condition and a cream top with matching black and white unholstery.

1957 Ford Fairlane 500, silver and cream with grey and white interior, automatic transmission, also radio and heater ritted.

1957 Chevrolet, 2-tone green, matching interior, automatic transmission, also radio and heater ritted.

1957 Buick convertible, all extra of heater.

1958 Buick convertible, all extra of heater.

1959 Wagon, finished in metallic silver, interior, finished in metallic silver, interior, finished in midnight blue all extras.

1955 Ford 4-door saloon, i.h.d., all extras, finished in black and white.

1955 Ford Customline, blue and white with matching 2-tone interior, r.h.d., also radio and heater.

and heater and heater ford Customline pale green with 2-tone part of the part

fawn.

Bulck 8 dynoflow convertible, red with dark grey and yellow inkerior, radio and heater, all-electric windows, seats and hoot.

MERCURY, black, heater, radio, with black and lyory interior.

MONARCH 8, black, radio and heater, with fawn interior.

HUDSON Rambler in cream with red top, overdrive.
HUDSON Rambler in cream with red top, overdrive.
radio and heater, with matching 2-tone interior.
1947 Buick, blue and grey with fawn interior.

FULL hire purchase and insurance facilities; part exchanges welcomed; demonstration arranged.

HALF WAY AUTOS, Herongate 394.

DESBOROUGH PARK AUTOS offer:-

1957 Buick Roadmaster Riviera, red and white.
1955 Springer Chieftain, r.h.d., 2-tone green;
1953 Oldsmobile Rocket 88 saloon; £485
1950 Chevrolet saloon; £310.

1950 Chevrolet electric convertible; £345.—Oxford [C2129]

HOOKWOOD GARAGE COMPANY, Reigate Rd., Horley, offer:—h.d. automatic, radio and heater, grey and cream; £1,600.

1955 Flymouth Belvedere, r.h.d. automatic, radio and neater, red; £895.

1955 Ford Customline, r.h.d. automatic, radio and heater, red; £895.

1950 Chevrolet, grey; £350.

EXCHANGES and hire purchase terms, trade invited.
Tel. H rley 917

1956 Ford Customline automatic, pink and black.

21.095. In really magninent order throughout for the program of th

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fitted: £345.

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marressive car; low price of £265.—Bray
Motors, 180-184, West End Lane, N.W.6.

(2024)

1956 Ford Fairlane automatic saloon. r.h.d., finished in black and blue, with blue uphalstery, fitted heater, immaculate; £1.250. UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grossenor 4141.

11 Chevrolet 1955 Bel-Air Nomad Ranchwagon, also
Nash 75/76 Rambler Ranchwagon, automatic
gear box. radio, heater.—Pedigree Estates, 340,
Rd., N.W I Euston 7889.

1954 Ford V8 Mainline, left-hand drive, one care ful cwner, perfect condition: £550; consider exchange for smaller car.—Ryder, 55. Elvaston 946-11.

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grey litted. the ssion, cula-radio. pe of rain ream is in er by

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1955 Chevrolet Bel-Air 4-door sedan, r.h.d., V8, 2-tone green.

1955 Chevrolet Two-Ten 4-door sedan, r.h.d., ditton.

dition_TISH & COLONIAL MOTORS, Ltd., 77, St. Bartin's Lane, W.C.2. Temple Bar 5588. [Clo27]
1956 (Aug.) Plymouth Savoy, r.h.d., 6-cyl., 2-cyl., 2-cyl.

Drive, Bushey Heath.

1956 Plymouth Belvedere l.h.d. 4-door sedan in transmission. radio and heater, and true air canditoner which alone cost £300, tinted front and real windsreen.

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FORD Fairlane 500, due tone, ivery and lemon, un-dersealed, radio and theater, 3,500 miles only, 3 months old, extremely attractive; 22,150; part exchange welconed,—Peel Street Motors, Ltd., Feel St., Workshampton, Tel.

wrhampton. Tel. 25520. [9594]
Lincoln Street Motors (B'HAM), Ltd., the Midlands leading motor agents, sole agents for the Midlands area for the American and Canadian Profs for immediate delivery, the full range of 1959 Fairlanes, r.h.d., other than 1959 of the control of the

1959 new unregistered Ford Ran price. 1959 Thunderbird, early delivery.

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1959 Ford Fairlane Galaxie, r.h. drive, power brake, power steering, only one, for immediate delivery, brand new.
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newer brakes, electric windows, but our support of the control of

DODGS Custom Royal, 1986, automatic transmission.

Dopour brakes, overdrive, radio, heater, white 8, W
tyrs, flished in blue and white, nylon interior to
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Tel. Aston Cross 4217-8.

THE sensational Chevrolet Impala 4-door hard top right-hand drive models are available with 6 and engines, automatic transmission, power brakes and stering, choice of colours, now available for immediate energy, terms and part exchanges our speciality. Sole the colours of the

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particulars, cash, price, no dealers.—Box 5610.
[943]

JOE THOMPSON (MOTORS). Ltd., require American cars.—91-95 Fulham Rd., & W.3. Kensington 4858.

LEX.—Sole distributors in the U.K. for Oldsmobile require good used American cars of all makes CARAGES, Ltd., 2. Lexington St., Piccadilly, U. Gernard 8800

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ALEX COWLEY AUTOMOBILES requires all type of
American cars.—18-20, Whitfield Place, W.1. Euston
1143 and 2565. [W1166]

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DASS & JOYCE, Ltd., England's largest distributors, offer ever-changing selection of good used Sapphires. A Lt. cars.

A specialist mechanics and carry of a months guarantee; demonstrations anywhere at any time. The series Armstrong Sapphire, one owner, green with green interior; £595

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1955 (December) Sapphire 346 automatic saloon with 5252. Lisleworth 5252.

worth 5252. [C4106]

1954 Armstrong Siddeley Sapphire saloon, preselective, due green, heater, radio, excellent condition; 4865. [Georgian Preselvent Pres

Motors, 180-184, west and abuse 18-18. (C1024 1955 Armstrong Siddeley Sapphire 346, duo tone greens with preselectric gear box, H.M.V. radio, etc.; immaculate throughout; £525.—Woodthorpe Drive, Mapperley, Nottingham. Tel. 65508. [9727 AZ ditors, 2525.—Palmerston Rd., N.W.6. Mai. 4725. Compare our prices. (C1001 1955 (May) Armstrong Siddeley Sapphire automatic saloon radio, etc. excellent appearance and condition. written guarantee; £645.—Clayton's Cars (London). Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

9184. [Cl050]
1956 (July) Sapphire 346 automatic power steercolour, absolutely immaculate throughout; 2855.—Chipstead Motors, 142. Holland Park Ave., London, W.11.
Park 3445.

225ms.—Armstrong Siddeley 1947 Lancaster saloon, duotone blue grey, slidding head, heater, one owner excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.S. Hampstead 6041. [74018

£698—Armstrong Sanphire 366 automatic 1955, as beautiful low mileage example of this superb motor car, finished in original black cellulose with unmarked hide and walnut interior, fitted H.M.V. radio, heater, etc.; probably the best available automatic Sapphire at an unquestionably low price; 3 months' guarantee; terms and exchanges.—Hampstead Cars. Ltd., 170, 176, 136, Finchley Rd., N.W.S. Hampstead 9021.

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FOR the superb new Star Sapphire; may we demonstrate this to you?

OFFER the following used examples:—

1959 (model) Armstrong Siddeley Star Sapphire, duo-tone, 8,000 miles, radio, immaculate condition: £1,995.

Armstrong Siddeley Whitley 2.3-litre fixed light saloon, duo-grey/red hide: this car represents an outstanding example of one of the lower-priced quality cars in superb original condition; highly reduced the saloon of the saloon o

346 automatic Sapphires, reg. 1955 onwards, also 254 synchromesh Sapphires that have been driven by careful owners and regularly maintained; we are particularly interested in meeting owners who are considering the purchase of the new Star Sapphire. for which we are distributors, but are prepared to a supply of the control of the contr

required, will oe appreciated and will receive our prompt attention.

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URCENT: Hurricane drop head coupe, must be excellent condition.—Mee, Presteigne, Radnorshire, Tel. 386,

ROWLAND SMITH'S, the Armstrong Siddeley buyers.
highest cash prices. - Hampstead High St., N.W.3.
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1958 (June) Mark III drop head coupe, one owner, etc., as new; £2.885.

1956 Mark II hard top. 22,000 miles, radio, chrome, wheels, spot lamps, etc., beautiful throughout; £1.685.

142. Rolland Park Ave., London, W.11. Park 3445.

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1954 (August) 3-litre DB2-4, most magnificent drums, radio, etc., etc., bargain; £1,285.—11. [C401] BRADY'S MOTORS, Ltd., offer:-

1956 (Nov.) Aston Martin DB2-4 Mark II sports fully used one-owner car; £1,695.—157-9, London Rd., Romford 45394. CLARKE & SIMPSON, Ltd., offer:-

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1956 DB2-4 saloon, one owner, 14,000 miles only.

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1957 DB2-4 saloon, immaculate condition, moderate mileage; £1,895.—Mansfield Autos, Ltd. High Rd., Broxbourne, Herts. Tel. Hoddesdon 4567.

1959 (June) Mk, III saloon, 5,042 miles, white, genuinely as new £2,775; also 1954 3-litre DB2-4 saloon. £1,075; h.p. and exchanges.—Jones Garage, Syston, Leics. Syston 2257

1950 saloon, finished in dual grey with red hide upholstery, fitted radio, heater, chromium wire wheels, spot lamps, badge bar, etc., mileage 20,000, c mpletely immaculate condition; El. 285

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1955 (July) Aston Martin DB2-4 salcon, 58.000
bodywork inside and out in perfect condition and fitted
all new tyres, taxed Dec.; £1,425.

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1955 DB2-4 drop head, new works 3-litre engine lin X tyres, many extras, 26,000 miles, perfect condition; £1,550.—Knightsbridge 4750.

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1959 Aston Martin DB Mk. III saloon, mid blue overdrive. 8,000 miles only, excellent condition.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 66304.

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A STON MARTIN DB2-4 Mk. II saloon, reg. late '56 A but '57 model finished perfect metallic green with sliver roof and in concours condition throughout (the floor mats need renewing), 2 careful owners (first for only 8,000 miles), never raced or railled, full history from Astons, because intent to rally, engine stripped by Aston comp. dept. and bench rebuilt to full DB3S spec. Inc. £150 worth triple Weber carburettors. 6-branch twin exhausts field, nor carburettors. 6-branch twin exhausts field, nor carburettors. 6-branch twin exhausts field, more carburettors. 6-branch twin exhausts field, more deed uncatchable, extras: radio, Halda, spare set tyred wheels, spots, chains, etc.; £1875 o.n.o.; owner uses daily Ware to London.

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H. F. Edwards are excellent cash buyers
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W1013

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1955 Austin A30 4-door saloon, grey, heater; £415.

WARWICK WRIGHT, Ltd., 593, Edgware Rd., C4137

WARWICK WRIGHT, Ltd., 593, Edgware Rd., C4137

1954 Austin A30 4-door saloon, grey, one owner; C535.—Haskins, Ladbroke 1155. [C3127

1954 Austin A30 4-door saloon, grey, one owner; C325.—Haskins, Ladbroke 1155. [C3127

1954 Austin A30 4-saloon de luxe, black, exceptionally good condition; £365.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411. [C2019

1955 A30 2-door saloon, heater, low mileage; £385.—Barnes, 315. Finchley Rd., N.W.3. Hampstead 2221

1956 A30 Countryman, heater, new engine, b 425gns.—Home & Overseas Motors, 160, Finchley N.W.5. Hampstead 0088.

1955 Austin A30 2-door saloon de luxe, under-sealed, fitted heater, one owner, in excel-lent condition; £365.—Arnotts Garages, Grange Rd., Willesden Green, N.W.10. Willesden 0161. [9377

Willesden Green, N.W.10. Whitestern to be a constant of the co

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OFFER with 6 months' guarantee:-

£470.--A35 2-door, reg. 1958.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039] CAR MART, Ltd.

OFFER with 6 months' guarantee:-

£510.—A35 Countryman, 14,000 miles, reg. 1957.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston [C1039]

H. A. SAUNDERS, Ltd.

1957 Austin A35 4-door saloon, green, green up-noistery recorded mileage 13,982, heater;

1957 Austin A35 2-door saloon, Tweed grey, red upholstery, recorded mileage, 22,019; £475.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12 Hillside 5272 8 lines). (C4092 CATERHAM MOTOR Co., Ltd., offer:-

1957 Austin A35, black, red uphoistery, 24,000 miles: £465.

CATERHAM MOTOR Co.. Ltd., Reigate 2245.
[C1187]

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1957 Austin A35 4-door saloon, court grey/red in-terior, heater, 15,000 miles only, immaculate throughout, one owner, £3,000 miles only, immaculate throughout, one owner, £3,000 miles only, immaculate EXPRINIOE AUTOMOSILES, Ltd., 30, Queens Rd., Weybridge, Surrey. Weybridge 2235, Extn. [C4094 DENHAM MOTORS (EAST MOLESEY), Ltd., offer:

1959 Austin A35, privately owned, full range of colours, very low mileage, choice of 12; from [8641]

AUSTIN A35
1957 A35 saloon, 14,000 miles; £460.—Isleworth [C4106] 1957 S252.
1957 Austin A35 2-door saloon, court grey/red,
Ordon LOVETT, Ltd., 45, The Mall, W.5. Eal.
4727.

1957 Austin A35, choice 2; £445.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. [C1188]

1957 Austin A35, one owner, heater, green; £450.
Richmond Rd., S.W.15. Vandyke 1077.
1957 A55, one owner, heater, grey with red Jnacks of the control of the

1957 A35 2-door saloon. blue/blue upholstery, heater, superb condition; £465.—Harwood's Garage, Pulborough. Tel. Pulborough 2401-5. [C2149] 1957 (Sept.) Austin A35 2-door saloon, dove grey. red interior; £475; h.p. can be arranged.— (9452)

Hove 71285.

1957 Austin A35, used exclusively as second car.
10.400 miles, heater, h.p. arranged.— Blue
Haze, Purze Hill, Purley, Surrey. Uplands 9890.

[9623

19623
445 sns.—Austin A35 1957 2-door, heater, screen tee: terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W. J. Hampstead 67000.

Austin A35 Cars Wanted
A35 vans urgently required; top cash prices; full details to J. H. Gains, 2, Chatsworth Ave...
Chesterfield. ROWLAND SMITH'S, the Austin A35 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

ERIC HAYES, Ltd., offer:-1954 Austin A40 Somerset convertible, one owner, fitted radio, heater, tonneau cover, an extremely smart car: £385,—13. Bishopsbridge Rd. W.2. Ambassador 8266. [C2035]

ARCHIE SIMONS & Co., Ltd.

1954 Austin A40 Countryman, Gold Seal en not run in, outstanding.—50, Paddington W.1. Details, Welbeck 1982, Popesgrove 6267. PHILIP RICKARDS, Ltd., offer:-

1959 Austin A40 saloon, green, 10,000 miles; £650.

4. Brick St., Park Lane, W.1. Tel.

Grosvenor 4772-3 4357.

WARWICK WRIGHT, Ltd., offer:-

1959 Austin A40 Farina de luxe saloon, grey and black, red upholstery, heater, 6,000 miles;

WARWICK WRIGHT, Ltd., offer:-

954 Austin A40 saloon black heater; £455. WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041. [C4137]

1954 very sound and clean; £425.
SMITH & HUNTER, 376, Kensington High St., W.14.
Western 2312.
PETER BANTOCK CAR SALES offer:—

1959 Austin A40 de luxe, Farina grey with black top, fitted heater, windscreen weshers, under-sealed, etc.; 2655,—104, High Rd., Chiswick 2725 5870, [C1014]

DENHAM MOTORS (EAST MOLESEY), Ltd., offer: 1959 Austin A40 Farina line de luxe, heater, etc., very low mileage, choice of 6, choice of colours; from £685.—Molesey 5485.

1954 A40 Somerset saloon, black, 2 owners only;

JACQUIER, Ltd., 229, Hammersmith Rd., London, (2003)

W.6. Tel. Riverside 6677-8. (2004)

1953 Austin A40 Somerset saloon; £395. Arnold 19709

1956 Austin A40 Cambridge saloon, one owner: (C3103

1951 Devon, condition like 1958, radio, heater; £320.—9, Glenwood Ave., Kingsbury, N.W.9. [9899]

395 gns.—Austin A40 1954 Somerset, heater, excel-changes.—Rowland Smith, below:— 345 gns.—Austin A40 1954 Countryman, heater, fold-guarantee; choice of 6 A40's; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [C4018

A40 Countryman. September. 1952. 2 owners, very good condition, heater, demister, new battery and tyres; £285.—Buc. 2786. [9749]

1949 A40 4-door saloon, heater, magnificent, Astwood Mews, S.W.7. Fro. 1319. [C4078]

1954 A40 Somerset de luxe saloon, blue, heater, extras, good condition throughout: deferred terms; £415.—29, Western Rd., Maidstone, Kent. (9484 1954 Austin A40 Somerset saloon de luxe, leather upholstery, heater, grey, in excellent condition: £385.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [9027]

E525.—Molesey 5485.

1958 Austin A35 2-door saloon, green, heater; quaranteed, 2410; also 1953 A40 sports convertible, heater, guaranteed, early convertible, heater, guaranteed, 2410; also 1953 A40 sports convertible, heater, guaranteed, 2410; also 1949 A40 saloon, heater, guaranteed, 2410; also 1949 A40 saloon, heater, guaranteed, 2410; also 1949 A40 saloon, heater, guaranteed, e275; payments.—Oldfield, 366, Kensington High Horley 76.

AUSTIN A40

1949 (October) Austin A40 Devon saloon, growner, low mileage, supplied by us new immacu condition throughout; £355.—Kirkway, Ltd., Au Main dealers, Stafford Rd., Wallington, Surrey, 70, 2000, 3 lines.

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.5. Ham. 6041. [Wa018].

ERIC HAYES, Ltd. offer:

1957 Model A50, fitted sunshine roof, and over-drive, one owner, grey with red interior, 20.000 miles; £595.—13, Bishopsbridge Rd., W.2. Am-bassador 8266. (2003)

1955 A50 Austin, l.h.d., in excellent condition; £380 cash, all enquiries.—Box 5735, 1956 Austin A50 de luxe saloon, light grey, heater, dood condition throughout, blue leather up-

1750 good condition throughout, blockery, £540,
COX & Co., Buxton Rd., Hazel Grove, Cheshire,
CStepping Hill 4455.
1956 Austin A50, overdrive, unmarked: £550.—
Tel. Giadstone 2480 and 0298.
Tel. Giadstone 2480 and 0298.
£505.—1956 A50 de luxe, grey, undersealed, one owner, favourable A.A. report evaluable—
Upminister 6687.

1955 tyres, excellent condition throughout; £500.

—Bowers, National 1200, weekday.

JUSTIN A50 de luxe, Speedwell blue seat covers, neater, one currer, one curver since new, £525; part exchanges, cars or motor cycles, terms.—Burge & Ingill Motors (Austin Agents), 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934.

N.W.10. WHESUERS GOOD BLOOM ASSET ASSET CASE

Austin A59 Cars Wanted

ROWLAND SMITH'S. the A50 buyers; highest cash
prices.—Hampstead High St., N.W.3. Ham. 6041.

[Wa01878]

WW01878

AUSTIN A55

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Hillside 6821, offer:—
1958 Austin A55 de luxe saloon, sun roof, heater, 1958 blue; £735; hire purchase facilities available.
W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Tel, Hillside 6621. A1 at Brown's.

1957 Austin A55, fitted with heater, finished in W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. (Cl025

OFFER with six months' guarantee.

£660.-A55 Cambridge, heater, reg. 1958.

CAR MART, Ltd., 320 Euston Rd., N.W.1. Euston 1212. (C1039

H. A. SAUNDERS, Ltd.

1957 Austin A55 de luxe saloon. Tweed grey, red upholstery, recorded mileage 13,173, heater;

2695. A SALVANARIYA RECOVERED MIREAGE 15.175, heater, 1957 Austin A55 de luxe saloon, black, red upheater, electric clock; £715.

1958 Austin A55 de luxe saloon, Tweed grey, red upholstery, recorded mileage 13.286, heater, floor gear change; £785 luxe saloon, due grey cram, red upholstery, recorded mileage 13.018, heater; £745.

1958 Austin A55 de luxe saloon, black, red up-holstery, recorded mileage 17,004, heater;

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12, Hillside 5272 (8 lines). [C4092 R. HARDY & SON offer:-

Austin A55 de luxe, black with red uphol-plied and maintained by us: £750.—52-55, Marylebone High St., W.1. Hunter 0942.

PHILIP RICKARDS, Ltd., offer:-

1958 Austin A55 de luxe saloon, duo-grey, over-ties, 16,000 miles; £725,—4. Brick St.-Park Lane, W.1. Tel. Grosvenor 4772-3 4357. [C305]

WARWICK WRIGHT, Ltd., offer:-

1958 Austin A55 saloon, grev, red upholster, heater, 10,000 miles; £725, 1957 heater, 10,000 miles; £725, red upholster, heater, 12,000 miles; £695.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6850, (2605)

1957. black, superb order; £660. SMITH & HUNTER, 376, Kensington High St., W.14. [C4019] Western 2312. [C4019] NAYLOR & ROOT, Ltd. (established 1920).

USTIN A55 saloons; choice of 6, from £625. CLAPHAM Junction, S.W.11. Battersea 2252

GLANFIELD LAWRENCE, Ltd., offer:-1958 A55, immaculate, guaranteed mileage 9,000; Finchley 0091. WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1959 Austin A55 Mark II de luxe saloon. Farine miles only: immaculate throughout one owner; accommodate automatic market auto

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1957 (October) Austin A55 Cambridge de luxe hater, loose covers, clock, many extras, one owner, excellent condition: £899.—D. J. Shepherd & Co. (En-held), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1958 (August) A55 de luxe Mark I, 11,000 miles; [C4106]

1958 A55 saloon, green, one owner, heater; £740. Campbell Symonds, Alperton 1515. [C1037]

£675.—1957, court grey, heater, wing mirrors, under 20,000.—Offord, 67, George St., W.I. [C3115]

1958 Austin A55 de luxe, duo-grey, low mileage, cne owner, guaranteed; £785.—Clerkenwell 1957 Austin A55 Cambridge, heater, mirrors, screen washers, 2 spot lights, taxed year; 19640

1955.—Hendon 9111.

1957 Austin A55 de luxe saloon, duo-grey ref.
1958.—Wray Park Garages, Ltd., Reigate 2263. [C4159
1959 Garage (Brighton), Ltd. Tel. Brighton
1919.

2801-2-3. [Cl147]
1959 A55 Farina de luxe, entirely as new, 795gns;
1958 (model) A55, heater, mechanically irrepoachable, 2-tone grey, unmarked specimen, 675gns.
HOME & OVERSEAS MOTORS, 160, Finchley Rd.,
N.W.S. Hampstead 0088.
A55 Mark I 1959 de luxe saloon, grey, floor gear
Mest London Motors, 205, Fulham Palace Rd., west London Motors, 205, Fulham Palace Rd., 20885, 1
[C4085, 1]

Pulnam 0056. [Cd095/1]
A55 Mark 2 1959 de luxe saloon, duo tone, low
West London Motors, 205, Fulham Palace Rd., W.6.

Hilham 0066.

1959 Austin A55 Mark II Farina, blue, 6,000 mles, burne House, Ramsey Rd., St. Ives, Huntingdon. Tel. 19635.

St. Ives 3062. [9635]
1957 (July) Austin A55 de luxe saloon, duo-tone
1957 (grey, red leather, one owner, heater, firstclass condition throughout: £685; written guarantee;
1ems. exchanges.—H. F. Edwards, 172-174, Kingston
19629

Rd. Ewell. Tel. 5101.

1958 Austin A55' saloon, heater, screenwashers, 1958 Austin A55' saloon, heater, screenwashers, diamer, £755; another at £685.—L. F. Dove (C.V.), Idd. 96-88, Lower Addiscombe Rd., Croydon. Add, 313.

1958 A55 de luxe, black, heater, one owner, small place mileage, exceptional condition: £745; he terms and exchanges—E.R.C. Services, 2-5, Summerical Gdns., Muswell Hill, N.10. Tudor 8073. Bow. 2677.

1959 A55 Farina de luxe, entirely as new, 795gns; poachable, 25 tono grey, unmarked, specimen, 675gns, —Home & Overseas Motors, 160. Finchiey Rd., N.W.5. Bampstead 0088

Bampstead 00088 | 19328 | 19328 | 19328 | 19328 | 13410 miles of one elderly and very careful come side of the come since side of the come sid

changes.

1958 A55 de luxe saloon, grey with red upholstery and heater, a really immaculate,
low mileage, one comership car, must be seen to be
specialized, thoroughly recommended and offered with
written guarantee at the attractive figure of £638;
legal, exchanges.—H. F. Edwards, 154, Great TitchEdd St., London, W.J. Langham 0512. [C2005

krins, exchanges, — 1. Langham UULE, field St., London, W.l. Langham UULE, field St., London, W.l. Langham UULE, Geld St., London, W.l. Langham UULE, Carl Austin A55 buyers; highest Rowald Cash prices, —Hampstead High St., N.W.3, Ham. [W4018/R

AUSTIN 16 & 18

HEARSES brochures available, we build deck and bearer on the 16hp chassis.

ALPE & SAUNDERS (COACHBUILDERS). Ltd..

AStation Approach, Kew Gardens, Richmond 1161.

AUSTIN 16, 1952, deck hearse by Nicholson, mileage under 18,000, in absolutely mint condition, imost as new; £975.—Box 5693.

ARCHIE SIMONS & Co., Ltd.

A Statin A70 pick-up. In private car original condition.—50. Paddington St., W.1. Details. [937]
Welkect 1982. Popesgrove 5267. 6.30-8.00. [9373]
A USTIN A70 1953 mod., in perfect cond.; £350,—464, Montagu Gdns., Wallington. Tel. Wal. 5579.

SCOTT CARS. A90 & A90 (6-cylinder)

1951-2 Austin A90 saloon, radio, heater, excel-lent condition, choice of 2 from £295. COTT CARS. 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016 RAYMOND WAY offers:-

1955 October, Austin A90 Westminster de luxe in green with two-tone grey green interior, one carbil owner since new, mileage only 18,000, well-above series for its year; £579.

300 Ent-class cars to choose from.—Raymond Way Melors, Kilburn, N.W.6. Malda Vale 6044, 1970.

19821.

301 ACK ROSE, Ltd., offer: 1958-59 (October) Austin A95 Countryman, floor change, 2-tone green, 9,000 miles, almost unmarked condition; accept £1,025.— Rafford Rd., Wallington, Surrey. Wallington 6677-5.

WARWICK WRIGHT, Ltd., offer:

WARWICK WRIGHT. Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

1955 (March) Austin A90 Westminster d/1 saloon, fawn, heater, underseal, one private owner, W.6. Riv. 2837-8. King St., Hammersmith, W.6. Riv. 2837-8.

magnificent car; £465.—346, kills 51., hammer [73130]

1951 Austin A90 Atlantic, hard top, radio, heater, good condition, Michelin X tyres; £360 quick sale.—Tel. Cheltenham 7359. Dove, Ashleigh Lane, Cleeve Hill, Cheltenham.

1952 Austin A90 Atlantic, hard top saloon, 2-tone finish, carefully maintained radio, heater, etc., any test; £359.—6.F. (Balham), Ltd. &c. Balham Hill (100 yds, Clapham South Tube). Batt. 1107.

£298—Austin A90 1952 hard top Atlantic, beauti-guaranteed cars—Bennotors, I, Clarendon Rd., Lon-don, W.11. Park 5066-7 (50 yards Holland Park Tube).

CAR MART, Ltd. AUSTIN A95

OFFER with six months' guarantee.

£975 —A95 Westminste. heater, 7,000 miles, reg.
CAR MART, Ltd., 320, Euston Rd., N.W.I. Euston
1212.
CAR MART, Ltd.

OFFER with six months' guarantee.

£750 — A95 Westminste: de luxe, radio, heater.
CAR MART, Ltd., 320. Euston Rd., N.W.1.
Luston [Cl039]

1957 Austin A95 de luxe saloon. Tweed grey red heater; £785.

1957 Austin A95 de luxe saloon, recorded mileage 19,090, red luxes aloon, recorded mileage 19,090, remains the saloon and red mileage 19,1712, automatic transmission, radio, heater, cream, blue upholstery; £825.

1958 red upholstery conforman, duo grey/cream, due grey/cream, due grey/cream, conforman, duo grey/cream, conforman, duo grey/cream, duo grey/cream, duo grey/cream, duo grey/cream, duo grey/cream, blue upholstery; £825, redio, heater, sun visor; £965, duo grey/cream, heater, heate

TOM GARNER, Ltd., offer:

1958 Austin A95 Westminster saloon, blue, heater, 10—12, Peter St., Manchester, 2. Bla. 9265-6-7. COMPTON & FULLER, Ltd.

1957 Austin A95 Westminster, ivory/red, one owner, completely faultless; £695.—Elmers End, Beckenham. Tel, Bec. 3570. ARCHIE SIMONS & Co., Ltd.

1958 Austin A95, 15,000 miles, all extras, superb specimen.—50, Paddington St., W.I. Details, Welbeck 1962, Popesgrove 6267, 6.30-9.00, [9368] METROPOLIS GARAGES, Ltd.

1957 (Sept.) Austin A95 Countryman, court grey, red upholstery, one owner, 25,000 mles; £905,-45, Earls Court Rd., Kensington, W.8. Western 6038

GEORGE HARTWELL, Ltd., offer:-

AUSTIN A95 Countryman 1959, fully automatic, heater, radio, roof rack, 3,000 miles, just as new; 21,350.—35-41, Holdenhurst Rd., Bournemouth. Tel. (22079)

WARWICK WRIGHT, Ltd., offer:-

1958 Austin A95 Countryman estate car. red and grey, red upholstery, heater, 7,000 miles;

1955. Austin A95 saloon, grey and green, green up-holstery, heater, 15,000 miles; 2775. WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

METROPOLITAN MOTORS, Ltd., offer:-

USTIN A95 saloon, 1958, grey and red, one owner; 2725; low deposit on used cars.—Horn Lane, Acton. W.3. Acom. 5064.

1957 Austin A95 Westminster de luxe saloon, autic. one owner, heater, excellent condition:

ESSO.
FRIDAY'S (SITTINGBOURNE) Crown Quay Lane.
FStttingbourne. Tel. 1421, 1422.
1958 Ays Countryman, in grey with red leather
dition: £985.—Kerridge, Alton 2192.
(C3118

dition; £985.—Kerridge, Alton 2192. [2318]

111 1958. A95 Countryman, grsy/vory, 9.000 miles, innimaculate; £975.—Fedigree Estates. 340, Euston 7889,
1959 Austin A95 saloon, 8.000 miles, quite a new Gar; exchanges.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan
1958 Austin A95 Countryman, colour grey, in excellent condition; £920 or near offer.—White (Camberley), Ltd., Camberley 3445.

1958 Austin A95 Countryman, two tone grey with red interior, two owners, several extras.—
Tel. Mr. Gray, Wessex Motors, New St., Salisbury, Tel. 3275.

A USTIN A95 saloon, duo-tone, one owner, as new, supplied and maintained by us; £795, deposit £79, Cole & Kirby, Kingsbury Circle, N.W.9. Wordsworth 8821.

AUSTIN 495
1957 (April) Austin 495 salcon, marcon, fawn upholstery, bender 1957 (April) Austin 495 salcon, marcon, fawn upholstery, bender 1957 (April) Austin 495 (April)
immaculate, one owner; 5 months guarantee and part
exchanges; £775.—M.E.T. Garages, 409 Kilburn High
d. Tel. Maida Vale 4801. [CS151]

795 ms. Austin ASS, late 1958 Wesiminster de luxe, dutione grey/red, heater, acreenwashers, wing mirrors, etc. and mirrors, and mirrors, etc. and mirrors, exchanges; lat mirr

Austin A95 Cars Wanted

GEORGE NEWMAN & Co require for cash low mileage Austin A95 cars.—369, Euston Rd., London,
N.W.I. Eus. 4466 (12 lines) [W3025

METROPOLIS GARAGES Ltd.

1957 Austin A105 automatic, tweed and Court grey, rádio, one owner £950.—45, Earls Court Rd., Kensington, W.8. Western 4544. WARWICK WRIGHT, Ltd., offer:-

1058 Austin Al05 (overdrive) saloon, maroon, red and grey upholstery, radio and heater, 15,000 wiles: E945.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.S. Cunningham 6050.

ATE 1958 Austin 105, automatic transmission, 10.860 miles only, radio, one owner, in truly immaculate condition; 2895.

CASTELNAU, S.W.15 (nr. Hammersmith Bridge), [C1022]

HENLYS offer with 4 months' guarantee:-

HENLYS offer with 4 months' guarantee:—

1958 Austin A105, automatic, one owner, grey and Fed With grey and red interior: £945. N.W.I. Gulliver 5721

1959 Austin A105, overdrive, radio, heater, white-wait tyres, etc.: £985. WOKING MOTORS (MAYBURY HILL). Ltd., Woking, Surrey, Woking 4277.

1958 Austin A105 de luxe many extras including overdrive, low mileage; £925.—Asoot Service Station, High St., Ascot, Berks. Ascot 1649. (C186

1956 Austin Alos saloon, green and beige, green dition, taxed, 28,000 miles; £695.—Kerridge, Albon 2192.

1957 (May) Austin A105 automatic, light blue washer, clock and fog lights, underseal, Michelin X tyres: £850.—1-2, The Crescent, Surbiton.

0081. [C416]

1957 Austin Al. 25 cutomatic, in excellent order mileage, £795; terms arranged.—Griffiths Motor Works, Area Jaguar Distributors, Chirk, Nr. Wrexham, N. Wales.

N. Wales.

87 Sans.—Austin A105 1958 de luxe, duo grey, overdrive, radio, heater, screen washers, whitewall
tyres, one owner, exceptional; written guaranties; terms.
Rowland Smith, Hampstead Tuber, N.W.5. Hampstead
6041. (C4018

Austin A105 Cars Wanted

GEORGE NEWMAN & Co. require for cash low mileage Austin A105 cars.—369, Euston Rd., London,
N.W.I. Eus. 4466 (12 lines). (W3025

AUSTIN A125 & A135

AUSTIN A135 & A135

AUSTIN A135

AUSTIN A135 & A135

AUSTIN A135

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AUSTIN A135 & A135

HENLYS, Ltd. 1, Peter St., Manchester a. 19741
HEARSES? We are building deck and bearers on the Princess and Sheerline chassis. Inspection invited.
A. Station Approach, Kew Gardens, Richmond 1161.
A USTIN Princess in very average condition taken in part exchange; will clear at £240.
A UTOSERVICES (CHELSEA), Ltd., 107, Kings Rd., Chelsea, S. W.5, Plaxman 6633.
A Z MOTORS offer: cheapest 1953 Sheerline at £3551—Palmerston Rd., N.W.6. Mail 4725.

[C1011]

PRINCESS, 1947, June, black, exceptional, all tras, new battery, tyres; £320, offers.—Notting 89379.

Cash new battery, tyres, 2520, oners.—southingham system of a function of the Limousine Specialists. for Austin Princess and Sheerline limousines:—1954 long wheelbase 7-seater, immaculately finished holistery front and rear, one owner since new present of the property of the control of the

chase. Exchanges.

Austin A125 and A135 Cars Wanted

Austin A125 and A135 Cars Wanted

Wh. F. Edwards are excellent cash buyers

of good Austin A125 and A135 limouslines.—

154, Great Titchfield St., London, W.I. Langham 0012,

W2005

WILCOX & CO. OF NORTHOLT.

1949-51 Austin hits car replacement engine, 174152
A&S. Ltd., 16bp Hirecars and 13-seater Omnicaches, See under Limousines, Purchased). ALPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941.

AUSTIN 16 Hirecar limousine, July 1953. private use, no hire work, 31,000 miles, immaculate condition; £500.—"Bempton," Wilmsiow Rd., Cheadle, Cheshire. Tel. Mercury 2882.

ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W. 3. Ham. [W4018/R] WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—

Tel. Weybridge 2235

NORMAND, Ltd. Spares and Service

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.
[0226]

A USTIN spare parts.

STOCKS for all models, cars and trucks.

S. G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New Cross 4444

A USTIN genuine spare and specialist service in the West End.

S. MORRIS & COMPANY. Cleveland Garage, Cleveland St. Tel. Mus. 1932.

A USTIN spares, all models, keen prices.—Witham's, 18. Baiham Hill, London, S.W.12. Battersea 3280. [0488 R

TANNER BROS. (1918), Motorworks and Coachworks, appointed B.M.C. repairers.—871-5, Fulham Rd., S.W.6. Renown 4494-6. [0899/R]

A USTIN 7 spares any year, any part, larges ists in U.K.; exchange units; try Northwood—Newington Causeway, S.E.1. Hop. 2832/2820.

 G. NORMAN (VIOTORIA), Ltd., authorized Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, &.W.1. Vic. 2211 replacement units 6.W.1. Vic. 2211

A USTIN & B.M.C. replacement parts and factory replacement units for cars, vans and commercial vehicles.—J. Glibbs, Ltd., Main Parts Stockists. Long-bridge House, Bedfont, Feltham, Middlesex, Teltham 644 (5 lines).

CAR MART, Ltd.

OFFER with six months' guarantee.

£795.—Austin-Healey 100 Six, 4-str., o'drive, heater, reg. 1957

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039] NEWNHAMS, Ltd.

1958 (August) Austin-Healey Sprite, over £40 extras, low mileage; £595.
NEWNHAM House, 235-245. Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024] THE CHEQUERED PLAG, Ltd.,

ONDON'S Leading Sports Car Specialists.

L1285 —Austin-Healey 100/6, 1957, blue, hard wheels, overdrive, heater, spots, rack, toineau, washers, mirrors.

L865 —Austin-Healey 100/6, 1957, blue/white, washers, mirrors.

L865 —Austin-Healey 100/6, 1957, blue/white, heater, spots, tonneau, chatsin-Healey 100/6, 1957, black/white, heater, radio, washers, full-length tonneau cover

cover. — Austin-Healey Sprite. 1959, green, one of the control of DUNCAN HAMILTON & Co. offer:-

1954 Austin-Healey, green, overdrive, heater, Michelin X tyres, tonneau cover, etc., very fell maintained; £495.—33, High Rd., Byffeet 51091

WARWICK WRIGHT, Ltd., offer:-

1958 holstery heater, 7,000 miles: £595.
WARWICK WRIGHT, Ltd. Lord's Court, St. John's Wood Rd., London, N.W 8. Cunningham 6050. (C4045

TANKARD & SMITH, Ltd. (Tottenham) offer:

1955 Austin-Healey 100 sports 2-seater, damask plied and serviced by us since new, 30,ct0 miles only, detachable hard top, also Vynide hood, completely unmarked, £575.—226-232, 246-248. High Rd. South Tottenham, N.15. Tottenham 0414-5-5.

1959 Austin-Healey Sprite, primrose, extras. small mileage; £595.—Moss (Cambridge), Ltd., 146, Hills Rd., Cambridge, 87519.

1954 (May) Austin-Healey BN1, exceptional throughout, low mileage; £515.

SCOTLAND: The Hillhead Automobile Co., Ltd., 11.
Gibson St., Hillhead, Glasgow, W.2. Tel. West
666 or 6576, The Austin-Healey specialists, (0258/R

1959 Austin-Healey Sprite, rev. counter, front
bumpers, 6,000 miles, one owner; £615.—
Autowork Ltd., Sor-hgate Street, Winchester. Tel. 4965.

AUSTIN-HEALEY

1955 model Austin-Healey 100, P.r.g., excellent condition throughout, new Mitchelin Xs, guaranteed; £595.—Campbell Symonds. Wembley 6262. [C1337]
1955 fitted heater and overdrive, exceptional condition.—Francis Motors, 393, Humberstone Rd., Leicester. Tel. 66504.

1959 Austin-Healey Sprite, 4,000 miles only, off covers, twin fog lamps, plus all factory extras, as new: £660.—Caffyns, Ltd., Seaford. Tel. 3264.

1958 wheels, hard and soft top, radio, heater, tonneau, etc., 12,500 miles, immaculate; 2985; h.p.-Tel. evenings and week-ends, Hornchurch 43167. [9479]

Tel. evenings and week-ends, Hornchurch 43167. [9479 625 gns.—Austin-Healey Sprite, June 1959, white/red. 7,000 miles, spare unused, writter flushers, rev. counter, front bumper, one owner, 7,000 miles, spare unused, writter flusher, one owner, 7,000 miles, spare unused, writter flusher, one owner, 7,000 miles, spare unused, writter guest of the blue, black spare of the spare of the blue, black spare of the spare of t

1955 Austin-Healey B.N.1, green and cream, full many other extras, one owner; £645.—Kerridge, Alton

1959 Austin-Healey Sprite, 3 weeks old; too small 1959 for owner; £100 worth of extras; £725.—
Portsea Motors, Ltd., 136-142, Finchley Rd., N.W.3. (Opposite Finchley Road Tube Station.) Hampstead (C3111

1959 (May) Austin-Healey Sprite, leaf green, tover, windscreen washers, locking petrol cap, spare unused, 9,000 miles, one careful owner; £635.—Box 56428.

3000 sports 2/4-seater with our latest 180hp enments; demonstrations in London or Worthing by appointment.—Rudds, the Healey agents, 41, High St., Worthing 1773/4.

Worthing 7773/4. [9356]

BNI sports, superb in British racing green, fitted all extras including overdrive, wire wheels, heater, all extras including overdrive, wire wheels, heater, all extras including overdrive, wire wheels, beater, all extra fitted and the state of the state

1959 Austin-Healey Sprite, one owner, low miles in almost new condition, colour cherry requirements and colour cherry recounter, windscreen washer, front bumper and over riders, locking petrol cap, tonneau cover and smachrome turbo wheel discs; taxed; £625.—Cowley discrete the colour colo

1954 (May) Austin-Healey 100 2-seater, high owners, written history available, extras include overdrive, hard top and heater, total mileage 27,500 miles, this car has never been raced or entered for trials, and is probably the finest specimen offered for sale to-day, must be seen 144, London Rd., Kinston on-Thames. Austin-Healey Care Wanted

Austin-Healey Gars Wanted

ROWLAND SMITH'S, the Healey buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. BARTLETT.—Consult us before selling or exchanging bayswater 0523.

LOW-MILEAGE Austin-Healey 100/6 and Austin-Healey Sprites wanted.—Hillnead Automobile Co., Ltd., 11. Gibson St., Glasgow. Tel. West 6666/6576.

MOTORS & PLANT (PETERBOROUGH), Ltd., the Auto Union and D.K.W. distributors offer:—1959 at the New York, with red upholstery, NEWARK Rd., Peterborough, Tel. 5558.

1959 Auto Union 1000 de luxe coupe, delivery mileage; offered at a substantial saving on

list price.

T Southport. Tel. 5633-5-6.
199-139. East Bank St..
1959 (May) Auto Union DKW 1000 coupé. 3,000
1959 (Miles, unmarkee, taxed year: £1,040,—18,
Windsor Court, Jubilee Place, S.V.S. Fla. 8551,475

Auto Union Spares and Service

AUTO UNION.

CONCESSIONAIRES Auto Union (Great Sritain),
Lide, Great West Rd., Brentford, Middlesex. Tel.
Seleworth 2151.

BENTLEY (31, 41-litre and New 41-litre) EC

1954 Bentley R-type saloon, black, automatic gears, 45,000 miles only, a very beautiful car: 2,675.—Lorraine Engineering Co., Ltd., 29-30. Elysach fews, Queens Gate, S.W.7. Kni. 6861. H. C. PAUL, Ltd.

H. C. FAGL, Ed.

1956 Bentley S. type saloon, midnight blue, 32,000
miles: \$2,850.

1954 Bentley R. type saloon automatic, black grey, brown interior. \$2,000 miles: \$2,600.

1952 Bentley Mk. VI standard steel saloon, duo grey, excellent condition; £1,450.

1951 Bentley Mk. VI standard steel saloon, duo UR specialised service department is at your disposal.—32, Bruton Place, Berkeley Sq., W.1. May-fair 0821-2.

BENTLEY (31, 44-litre and New 41-litre)

M CAR MART, Ltd.

OFFER with six months' guarantee:

£4150.—Bentley & saloon, radio, heater, reg. 1957.

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£3875.—Bentley S saloon, radio, heater, reg. 1956. CAR MART, Ltd., 320, Euston Rd., N.W.1, Euston 1212. PB. Ltd., offer:-

1952 big bore standard steel saloon, black, beige leather, 74,000.
PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Kensington 9477. [C933

H. R. OWEN, Ltd.

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OFFICIALLY appointed Bentley retailers offer from their large stock of used Bentley cars:

1958 trically operated windows, shell grey with red hide: £5,350.

1957 S series saloon with P.A.S., shell grey with red hide: £6,350.

1958 F series saloon with P.A.S., shell grey with red hide: £4,550.

1958 S series saloon with Harold Radford Country-hide: £4,350.

1958 S series saloon by Hooper, valvet green and shell grey with grey hide: £4,350.

1954 R type saloon with automatic gears, being the series saloon by H. J. Mulliner with sunday and dark blue with being upholstery: £2,650.

1952 Mark VI saloon by H. J. Mulliner with sunday hide series being the series serie

TACK SMITH offers:--

1954 Bentley R-type automatic, black/grey, bench seat, magnificent condition, 58,000 miles;

£2,550.

(series) Bentley big-bore Harold Radford Countryman, blue/grey, 53,000 miles only, completely equipped with all accessories, excellent condition; £1,750—25, Bruton Place, Berkeley Sq., London, W.I. Mayfair 0661. HAROLD SMITH, Ltd.

1950 Bentley SS saloon, 2-tone grey, nominal mileage, excellent condition, both mechanically and coachwork; £1.175.

1936 Freestone & Webb, top hat saloon, in shell must now being fitted; £650, 119 reconditioned engine unit now being fitted; £650, N.W.8. Tel. Paddington 4286.

[C4156]

CORUM GARAGES offer:-

1947 (Dec.) Bentley SS saloon, black, brown in-1949 modifications; £290 recent overhaul, full-flow engine, 1947 (Dec.) Bentley SS saloon, black and Seige, 1947 (Dec.) Bentley St saloon, black and Seige,

1948 Bentley Vanden Plas special sports 4-6000 mileage since full-flow engine fitted, rear wheel spata transistor radio, complete toolkit, etc., a superb cst. 2875.—Drayton Gardens, Kensington, S.W.10. Kensington, S.W.10.

S. P. BROUGHTON & Co., Ltd.

OFFICIAL retailers Rolls-Royce and Bentley can. Compreh: sive range of used Rolls-Royce and Bentley cars (1947/59), all with 12 months' guarante. always in stock.

P. BROUGHTON & Co., Ltd., Grove Garage, Cheltenram. Tel. Cheltenham 55374-5-6.

SANDERSON & HOLMES, Ltd.

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

L ONDON Rd., Derby, also Bentley House, London Rd., Leicester, Tel. Derby 47471 & Leicester 5865.

TAMES TAYLOR AUTOMOBILES. RETAILERS and repairers Bentley and Rolls-Royce cars, offer a selection of used but reconditional Bentleys: drive yourself demonstrations on:—

Bentley & type, two tone grey/red hide and offer of the peed or reading 25,000, almost is

new: 24.355

1954 SR type Bentley automatic 4½-litre 4-door almost as new: £2.450. In midnight blue and grey, extras. 1954 series R type Bentley fully automatic 4½-litre 1954 series R type Bentley fully automatic 4½-litre 1954 series R type Bentley fully automatic 4½-litre 1954 series R type Bentley 8½-100 to 1954 series R type Bentley 8½-100 to 1954 series Bentley 8½-110 to 1954 series Bentley 1954 ser

JAMES TAYLOR AUTOMOBILES, Bentley House, Findon Rd. Worthing, Sussex. Findon, Sussex. [C402]

NEWBURY MOTORS (WORCESTER), Ltd.

OFFICIAL retailers and repairers of Rolls-Royce and Bentley cars.—Foregate St., Worcester, Tel. 2256. Also at Halesowen, Birmingham. Tel. Halesowen 1641. B. J. HUNTER, Ltd., Austin agents, offer:-

1950 Bentley standard steel saloon, radio and heater superior condition: £995.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, (C2000

BENTLEY (31/2, 41/1itre and New 41/2-litre)

TACK BARCLAY, Ltd.

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EXCLUSIVELY for Rolls-Royce and Bentley.

ARCEST official retailers in the world; please write L for stock list.

ACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.).

C1082/R. TACK BOND (VINTAGE AUTOS).

 $\begin{array}{l} \hbox{ FigLand's finest selection of pre-war Bentleys, all} \\ \hbox{ immaculate and guaranteed.} \\ \hbox{ C385.} -35 \ \ 31/2 \ \ \ d.h. \ \ coupe, \ superb \ \ \ condition.} \end{array}$

1500 - 155 314 sports saloon, recent engine over-haul, immaculate paintwork, VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bays-water 5929,8330. MASCOT MOTORS, Ltd., offer:-

1947 di-litre standard steel saloon, blue and blue and blue leather, immaculate, together with a large selection of pre- and post-war Bentleys, all guaranteed and overhauled; write or telephone for full details.

237. Kensal Rd., W.10. Ladbroke 1231-2. [C3007]

CLARKE & SIMPSON, Ltd., offer:-

1956 (November) Bentley 8, fitted with superb 4door sports saloon coachwork by Hooper,
whigh at the 1956-57 Motor Show, duo-green with
beige hide, 30,000 miles only, full Bentley aervice
history, £4,975.—Clarke & Slimpson, Ltd., 49, Sloane
ge, & W.I. Tel. Sloane 0436.

GEOFFREY DAVIES CARS proudly offer:-

1956 Bentley Continental by H. J. Mulliner, finished in shell grey, magnificent condition;

1957 Bentley Series S. finished in Tudor grey and theil grey wit; grey leather: 24,650, 1955 Bentley Series S. finished in Tudor grey and shell grey with red leather, 17,000 miles only;

1952 Shell grey with red leather, 17,000 miles only;
1952 Bentley Mark VI standard steel, finished in
1951 velvet green, tan interior, 41,-litre engine
1951 black with red leather ow miteage, extensive
1951 black with red leather ow miteage, extensive
1961 or list model we have been able to offer for a
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We should be pleased to receive details from owners
1963 wishing to dispose of any recent Bentley models;
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1964 Office, 6, Ryder St., St. James's, London,
18.W.1, Service and works, Priests Bridge, Mort182, N.14. Tel. Whitehalf 7181-2. [9902

DENHAM'S GARAGE (ESHER), Ltd., offer:

41-litre SS saloon, first registered 1951, duo tone 44 finish, excellent order throughout, new tyres, choice of two from £995.—105-111, High St., Esher. Tel. 2021.

HENLYS offer with 4 months' guarantee:-

1950 Bentley Mark VI, duo-grey with beige in-terior; £1,175. HENLYS, Ltd.. Devonshire House, Piccadilly, W.1. [9844]

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1958 (July) Bentley & standard saloon, exterior sable, interior beige hide, one owner, 17,800 miles: £5,025.

1954 Bentley 4½-litre R type saloon, automatic beige hide, 2 cones, 43,800 miles: £2,850.

1953 (July) Beatley R syre, black over shell grey, ray leather 54,000 miles, two owners; £2,875.

1958 (July) Beatley R syre, black over shell grey, ray leather 54,000 miles, two owners; £2,875.

1958 (July) Rentley & standard saloon, exterior hide, 2 cones, and the saloon shell grey in the saloon shell grey was saloon shell grey.

1958 (July) Bentley & standard saloon, exterior hide, 2 cones, and saloon shell grey saloon shell grey.

1938 Bentley 4½-litre sports saloon by Crosbie & Dunn, black, re-upholstered in Connolly hide with new carpets; this ear is in outstanding condition, sill appeal to a connoiseeur; £475.—226-232, 246-248, Rd. South Tottenham, N.15. Tottenham, N.48-3-6.

1935 Bentley 31/2 saloon, well maintained; £285.

ACQUIER, Ltd.. 229. Hammersmith Rd., London. (C2045)
W.S. Tel. Riverside 6677-8. (C2045)
WILLIAM GORDON CARS OF COVENTRY offer:—

7400 miles only: 8 series Bentley, pearl black and shell grey, pale blue leather, lambsroot rugs throughout; this ca is positively mint and
midstinguishase compared 64.250,
OVEREIGN COD GARAGE, Earlsdon, Coventry,
Tel. 73377 68349.

1950 Bentley Mark VI, duo green with beige in-Windovers, £1.175. The Hyde, Hendon. Colindale 4031. PRIDAY'S YEOMAN GARAGE (MAIDSTONE), Ltd.,

1953 Bentley 445-litre Mulliner sports saloon, R-type, navy blue and grey; £2,495.—Maidstone [C2147]

1954 Bentley R type 4-door saloon, immaculate throughout, full history, one owner.

A. FREEMAN Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme (2214).

HAZELL'S GARAGE, Chesham Rd., Amersham, Bucks. Tel. Amersham 1277-1278, have to offer:—1951 (August) Bentley saloon (with Mulliner), condition throughout; £1,475, 20 where colly, in immaculate throughout; £1,475, aloon, full-flow engine, 2-tone grey, in well-sbove average condition Target, 21,095

BENTLEY (3½, 44-litre and New 4½-litre)
R. S. MEAD, Ltd., officially appointed retailers and repairers, offer1957 (June) Bentley S-type saloon, black, grey leather, 20,000 miles, immaculate condition;

1956 (Oct.) Bentley 8-type H. J. Mulliner 4-door 1956 (Oct.) Bentley 8-type H. J. Mulliner 4-door leather, 21,000 miles, one owner, twin radio, superb example coachbuilder's craft; £4,950.

1954 Bentley Continental, automatic, 4.8 engine, leterite windows, special heating, almost new tyres, a superb car: £3,850.

1954 Bentley R. type saloon, 35,000 miles, awardidition; £2,750. black, fawn leather, immaculate condition; £2,750.

1951 Sports saloon, sliding roof, 64,000 miles, awardidition; £2,750.

1951 Bentley Freestone & Webb semi-razor edge, 1951 (Nov.) Bentley Mk. VI s.s. saloon black, lew tyres: £750 (Nov.) Bentley Mk. VI s.s. saloon black, new tyres: £750 (SION, Meadway, Market St., Maldenbad, £150).—Greenways, £1,250.—Greenways, £1,250.—G

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers. 1957 Bentley 8, power-assisted steering, midnight blue, 25,000 miles, supplied new by us:

\$4,650. Showrooms: 18, Berkeley St., London, W.1. May-fair 6266. fair 6266.

SERVICE and Stores: Barnsdale Yard, off Elgin Ave...
(C2010)

W.9. Cunningham 5936. (C2010)

BENTLEY, 1934, 31- Mulliner, good runner; under £200, offers,—Amb. 9907 after 7 or Maidstone [9489

BENTLEY 1948 Mark VI standard steel saloon, sur condition, any trial; h.p. if required £82 Tel. day Kni. 6837; evenings, Kni. 0628. 1954 (May) Bentley R type automatic saloon, shell maculate appearance; written guarantee; £2,400.

Below (April) Bentley R type automatic saloon.

1954 smoke grey, excellent order, good appearance; written guarantee; £2,150.—Below.

1953 (November) Bentley R type automatic saloon.

1953 (November) Bentley R type automatic saloon.

1954 (November) Bentley R type automatic saloon.

1958 (November) Bentley R type automatic saloon.

1959 (November) Bentley R type automatic saloon.

1950 (Novemb

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages 144 - 158

and Page

###-1953 (Sept.) Bentley Countryman by Harold Rad---- ford, many unique features, 49,000 miles; £2.275. -- Pedigree Estetes, 340, Euston Rd., N.W.1. Euston 7889.

AZ MOTORS offer 1948-9 Bentley standard steel saloon, duo tone, magnificent condition, radio, heater, any examination; £795:—Palmerston Rd., N.W.6. Mat. 4723.

N.W.6. Mat. 4723.

1959 Bentley S-series standard saloon, finished in 4,000; price £5,550.—Rippon Bros., Huddersfield, Bradford, Leeds and Sheffield.

1956 green with beine interior, 33,000 miles, immaculate condition throughout; £5,950.—Reading Automobiles, Ltd., 15. Caversham Rd., Reading. Tel. 53021.

macuiate constructions and the construction of the construction of

1951 Bentley standard steel saloon, in magnificent condition throughout, recent overhaul included rebore, new pistons, clutch, brakes relined, steering; an exceptional car; £1;95.—Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 2504.

1951 Mk. 6 standard saloon, finished in pale blue big bore engine, one owner from new and most carefully maintained throughout; moderate mileage, fitted radio, etc.; 21,350.—Plough Motors, Gloucester Rd., Stonehouse, Glos. Tel. Stonchouse 682-683. [9732

Stonehouse, Gios. Tet. Giornichuse Gos-As-1951 Mark VI Bentier Park Ward saloon, reg. 21 full-flow wings, resprayed eand and black, all new tyres, heater, radio, magnificent car; price 21,375, or exchange smaller car; n.p. can be arranged—Hen-thorne. Greenbank St., Preston, Lancs. Tel 3420.

BENTLEY (32, 41-litre and New 42-litre)

INCOLN STREET MOTORS (B'HAM), Ltd., the
Modern Control of the Motor of the Motor

N unusual Bentley, Chassis No. B189, A.E. We offer his 5½-litre Park Ward saloon, owned originally by W.O. and by Roy Fedden, fitted special holds to Fedden's design, two owners only since, grey blue leather; this car is in remarkable condition for its years and is mechanically beyond reproach, history available, a sound investment for the connoisseur at £295.—
Gordon White & Co., Ltd., Gerrards Cross 2077.8

NOEL ROSCOE, Ltd., offers:

THE finest 3-litre Red Label V.D.P. open tourer sports in the country, 1925, complete history from new, concours winner Kensington Gardens 1958; £650: no offers.

Bentley Cars Wanted

DUNCAN HAMILTON & Co. urgently require Bentleys.—33, High Rd., Byfleet 3101. [W1091]

CASS'S MOTOR MART require good Bentleys.5. Warren St., W.1. Eus. 4110/3523. [W1040

RUSSELL MOTORS require 1952-3-4 Bentley S.S. saloon.—47, Sloane St., S.W.1. Sloane 9288.

GEORGE NEWMAN & Co. purchase for cash war Bentley cars.—369, Euston Rd., London, Leus. 4466 (12 lines). ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018.R

††† Exceptional high price offered for late Bentley or Rolls.—Pedigree Cars. 340, Euston Rd., N.W.I. Euston 7889.

A LEX COWLEY AUTOMOBILES require all type of Bentleys.—18-20. Whitfield Place, W.I. Euston 1143 and 2565

XXX H. F. Edwards are excellent cash buyers of good Bentley.—154, Great Titchfield St... (W2003 W.I. Langham 2012.

Webbash, W.I. Langnam Util. [W2003]
1952 Sentley required by doctor, big bore low mileBentley required by doctor, big bore low mileTel. Prospect 8411 (after 6 p.m.).
We will pury your Rolls-Royce or Bentley car for
cash.—Loxhams, specially appointed
Preston Lans. Tel. Preston 4242 or 4245.

Preston Lancs. Tel. Preston 4242 or 4245. [0836.R A 1953 Bentley R type required, must be under 20,000 miles Bentley (nthusiast.—Please 'phone Palmers Green 2905.

Green 2905.

DOLTON OF LEEDS. Ltd.. urgently require post-war Bentleys and Rolls-Royce cars.—120. Albion St.. Leeds, 1. 7tl, 36096.

JAMES TAYLOR AUTOMOBILES urgently require post-war Bentley cars.—Bentley House, Findon Rd.. Worthing, Sussex. Findon 3022.

H. R. OWEN, Ltd., urgently require low mileage mileage Rolls-Royce Bentley.—17. Berkeley St.. London, M. Rolls-Royce Bentley.—17. Berkeley St.. London, M. HACK WOMED CO.. Texture Proceedings of the Computer St. Communication of the Com

W.I. Mayfaif 9060.

JACK COMPTON, Ltd., require to purchase Mark VI and R-type Bentleys.—60, High St., West Norwood. London, S.E.27. Gipsy Hill 3265/5757. [W119]

A RNESTON MOTOR Co., Ltd., want to purchase 1949-52 Bentley S.S. saloon, highest price for really well kept car.—28, Albemarle St., London, W.I. Hyde Park 9343. [0162/R

VEYBRIDGE AUTOMOBILES. Ltd., official re-tailers, attractive prices paid for low-mileage post-war Bentley cars.—Queens Rd. Weybridge. Tel 2235.

JACK BARCLAY (SERVICE) Ltd. See page 161.

CHARLES FOLLETT, Ltd., officially appointed repairers, spare parts, etc.

BARNSDALE Yard, off Eigin Ave., W.9. Cunning-ham 9306-7-8.

JACK COMPTON, Ltd., the Bentley specialists, all spares for pre-war Bentleys.—80. Bigh 8t., West Norwood, London, S.E. 27 Gipsy Hill 5268/3777 [S1191

BERKELEY MPHW for all miniature cars, new and used Kni -242. Brompton Rd., S.W.3 Kni C3156

BROOKLANDS OF BOND STREET.

1957 3.2 litre saloon. 103. New Bond St., London, W.1. Mayfair 8351 [C1029

HALF WAY AUTOS, Southend Arterial Rd. E. 1957 (model) B.M.W. 502, metallic silver with wood dashboard, manual gear box, with radio and heater. fitted 4-door saloon; £1.850.—Tel. Herongate 394,265.

MPHW for all miniature cars, new and used.

-56, Goldsworth Rd., Woking, Surrey.

[C3156]

PRIDE & CLARKE—best buyers.—Brixton 6251.
[W3086 R OWLAND SMITH'S, the Bond buyers; highest cash prices —Hampstead High St., N.W.J. Ham, 604, [W4018/R

BORGWARD

METCALF & MUNDY, Ltd., sole concessionaires,

1959 TS75 coupe de luxe, very low mileage, and fitted all extras, indistinguishable from new;

1.795 Inted all extras, indistinguishable from new, 1958 wall tyres and in very good condition; £1.075.
1956 exceptional condition throughout; £845, 1956 exceptional condition, fitted all normal extras; £755, immaculate dual-tone coachwork and extras; £755 fisabella saleon outstanding example of this more considerable of the condition of the condition

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481-2-3. offer:—
1957 Borgward TS de luxe, extras, grey, very cloud

£1025.—1959 Borgward saloon 60, one owner, low mileage, extras, condition as new.

HAZELL'S GARAGE, Chesham Rd., Amersham, Bucks. Tel. Amersham 1277-1278. [C2159

1957 Borgward Combi estate car, guaranteed 35
TAYLOR & CRAWLEY, Ltd., 42a. South Audiev St.,
W.I. Gro. 6881-4. [C4036

1955 Borgward Isabella; £450, immaculate condi-tion, unique colour.—Mr. Angel, office Skyport 5511, ext 2323, home Windsor 3559.

1959 Isabella coupe, many extras, winner of 2 Concours d'elegance, cost £2.125; condition better than new; £1.795.—Worthing 30212. [9256]

JACK ROSE, Ltd., offer: 1959 (April) Isabella 60 saloon, in red, 9,000 miles, almost unmarked inside and out; accest £1,045.—Stafford Rd., Wallington 6677-8. [C3056]

Surrey. Wallington 6677-6.

1957 july) Borgward Isabella TS saloon, blue, superb example; £945.CNK Motors, 553, Finchley Rd., N.W.3. T-12. Hampstead 5712.

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1957 Chevrolet Bel Air pillarless saloon, duo-tone,
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1954 Chrysler Belvedere, automatic, pillarless, exceptionally nice condition throughout: £595,—Spicers Car Sales, Hitchin 2037.

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AIMLER Straight Eight limousine, coachwork by Freestone & Webb, an outstanding car, first licensed in November, 1950, one owner only genuine 28,000 miles, dark blue exterior, dark blue leather upholstery to the front, electric division and grey cloth to the rear; a superb and immaculate car at \$14.05.

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Motors, Ltd., 599. King's Rd., S.W.6. Renown 44926647. (C3125 D.K.W.

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1960 Ford Anglia de luxe saloon!! Delivery mile-chester. Tel. 4965. [C1010

256 Anglia, green, heater, seat covers clock, wing mirrors, exceptional condition; guaranteed: [C3164] 256 Anglia, grey, heater, washers, wing mirrors, exceptional, guaranteed; £425.—Newbery Cars, Ltd., Muswell Hill. N.10. Tudor 3394. [C3102]

1956 Ford Anglia, grey with red upholstery, heater, south St., Farnham (Surrey) 6234. (C2157)

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1955 Popular, finished in black, very good order: W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. 1C1025

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FORD Popular, 1954, genuine 23,000, immacu heater, seat covers, many extras; £268.—9, View, Windsor or Tel. Slough 22243.

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1957 Ford Prefect de luxe saloon, black, red and grev upholstery, heater; £495.

WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

N.W.Z. Gladstone 0041.

1955 Ford Prefect saloon, green; £389.

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1956 Ford Prefect de luxe, belge/beige into one owner, £560; 6% h.p. charge on and used vehicles.—Horn Lane, Acton, W.S. 75064.

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1957 Ford Prefect saloon, Corfe grey, fitted with heater, one owner: £465.
G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. 19379

1955 aBoon, heater, one owner, immaculate, £49, 1955 aBridge Motors, Leatherhead 2564. [Cl136] 1957 (May) Pord Prefect saloon, black, heater tonville Rd., Nl. Terminus 1001. [Cl186] 1958 Prefect de luxe, one owner, heater, fully guaranteed; £535.—Campbell Symonds, Alper-

ton 1515.

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DRSFECT, 1948, recond, engine 2,000 miles, complete mechanical overhaul, steering, brakes, etc. body perfect, seat covers; £165 o.n.o.—20, Linden Rd. Leatherhead (LET) 4961.

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XXX 1957, one owner, Ford Prefect saloon, black-washers, car obviously been nursed; £465, written are exchanges.—H. F. Edwards, 172-172, kingston Road, Ewell, Tel. 5101.

ROWLAND SMITH'S, the Prefect buyers, highest Coash prices.—Hampstead High St., N.W. 5, Ram. 6041.

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W HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404.
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187-193, London Rd., Kingston-on-Thames. Kingston-follower of the state of the state

FORD ESCORT
NEW Ford Escort, blue, immediate delivery.—Cedars Garage, Ltd., S.E.15. Lee 290.
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1957 Ford Consul, finished in grey, one owner, callent condition, moderate mileage: £665.

EFS MCTORS, Ltd., Kingston By-Pass, Esher.

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W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3.

Ham. 2264.

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(C1025)

1495 —1955 Ford Consul convertible, finished in foredrive, twin SU carbs., heater, screen washers, wing mirrors, a very fast clean car; £100 deposit; ex-

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H. A. SAUNDERS, Ltd., 836-842, High Rd., North H. Finchley, N.12. Hillside 5272 (8 lines). [C4092] R. HARDY & 80N offer:—

1958 Ford Consul de luxe, duo colours, fitted radio, be a tour fitted radio, in excellent condition; 2745.—52-55. Marylebone High 8, WI. Hunter 0842. (6980 DAYS, Ltd., Ford dealers.

1959 Ford Consul saloon, heater, one owner, ex-cellent condition throughout; comprehensive marantee: £725. 180-184, Kensington High St., W.8. Western 7181. 68, North Row, Marble Arch, W.1. Hyde [C1069

H. BEART & Co., Ltd., offer:-1959 Ford Consul de luxe saloon, Dorchester grey and green, leather upholstery, fitted heater, 6,000 miles only; £745.—102, London Rd., and High &, Kingston-on-Thames, Kingston 3-38. [C1081 GBORGE HARTWELL, Ltd., offer:

PORD Consul Mk. II convertible, 1957, cream, with beige interior, beige hood, 17,000 miles, excellent andidion throughout; 2750.—35-41, Holdenhurst Rd., Sournemouth. Tel. 26566
WARWICK WRIGHT, Ltd., offer:—

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WARWICK WRIGHT, Ltd... Lord's Court, St. John's Wood Rd., London, N.W 8. Cunaingham 6050. DERRYS OF BOWES ROAD offer:-

1957 Ford Consul convertible, ivory, heater; £725. W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128] HAROLD RADFORD & Co., Ltd., offer:—

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DENHAM MOTORS (EAS'L MOLESEY), Ltd., offer:-

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1954 Consul, black, heater, extras, splendid condition.—A Brichwood Court. Edgware. 1945.

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1958 'Miles; £665.

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1958 'Brid Consul saloon, blue and grey, radio, 34,000 miles; £665.

1957 'Consul Farnham estate, duo tone, well kept; Wood & LAMBERT, Main Ford Dealer, 49, Stamford Hill, N.16. Sta. 3434. (Cr. 100.

1957 'Consul Farnham estate, duo tone, well kept; Wood & LAMBERT, Main Ford Dealer, 49, Stamford Hill, N.16. Sta. 3434. (Cr. 100.

1958 'Harles FOLLETT, Ltd., officially appointed for retailers, offer: 1958 'Howk Robert, 6 months' guarantee, 2725. (Calops) Charles Ford Consul, Durham beige, 17,000 miles, fair £665. 18, Berkely St., London, W.1. Mayfair fair £665. 18, Berkely St., London, W.1. Mayfair fair £665. 19, Berkely St., London, W.1. Mayfair fair £665. 19, Berkely St., London, W.1. Mayfair fair £665. 19, Berkely St., London, W.1. Mayfair fair £665. 10, Cr. 100.

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1958 'Brid Consul Alon, Kenliworth blue £778. (Cr. 100.)

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1958 Ford Consul saloon de luxe, one owner, wing mirris and heater, twin spots, wheel trims, wing mirris and heater, twin spots, wheel trims, wing mirris Garadess Grosse Rd., Willeaden 1960, N.W.I.O. Willeaden 1961 Grosse Rd., Willeaden 1990 1957 Consul, heater, radio, black with red interest terior; £665.—Campbell Symonds. Alperton (Ciox7 1958 miles; £690.—50c Abingdon Villas, W. Western 0578.

western 0578 Consul convertible, heater, immaculated 8.E.2s. Sydenham 6129. Syden

1957 Consul II. green, heater, new R/M rearRiv, 8504. Consul saloon, finished in 2-tone, excellent
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1957 consul, 15,000 miles, excellent condition,
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1957 Consul Mk, II Sarum blue de luxe, extras,
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1958 Ford Consul Mark II. radio, heater, low
1958 Ford Consul Mark II. radio, heater, low
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1958 Ford Consul Mark II. Sarum blue de luxe, extras,
1958 Ford Consul Saloon, htr., one owner, genuine
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1950 Ford Consul Saloon, htr., one owner, genuine

1155.

Ford Consul saloon grey, heater, very good condition; £425.—Northwood Hills Motor Series, Northwood Series, Northwood Series, CS129

1957 Ford Consul saloon, grey, with heater and whitewall tyres, mileage only 95,000, one course for the series of the series of

1957 Ford Consul satisfactors whitewall types, mileage only 25,000, one owner; £675.

BENHLL MOTORS, Ltd., 324-340. High St., Sutton. [C1140]
1957 (September) Consul Mark II saloon, extras: 1957 £675.—Rawlings Tudor Garages, Ltd., \$283.

331, Fulhard Consul Mark II saloon, extras: 283.

AZ MOTORS ofter 1257 £700 2201. Mark II. 126.

AZ owner snip; £625!!—Palmerston Rd., N.W. 6. (C101)
1957 Consul coupe, one owner, blue, 18,000 miles, many extras; £685.—Blue Star Garages, Watford Rd., Wembley, Arn. 7740. 19510 (May) Ford Consul, Dorchester grey, over 1955 (May) Ford Consul, Dorchester grey, over tion; £860.—Harringay Car Sales, Mountview T522.

1955 (May) Ford Consul Mark I saloon, black, tew engine; £465,—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1 Terminus 1001

Ltd., 79. Pentonville Rd., N.1 Terminus 1001.
[01180]

1958 Ford Consul de luxe, one owner, colour beige/
coral, 15,000 miles: £735.—Drys Garages Ltd.,
85. Kenton Rd., Kenton, Middx. Tel. Wordsworth

1102/8. Tel. Wordsworth 1102/8. Tel. Wordsworth 1957 Ford Consul de luxe saloon, grey, low mile2650.—Bray Motors, 180-184, West End Lane, N.W.6.
Hampstead 6490, ord Consul saloon, Durham bed 101024
1958 (Mag. 1958) miles, radio, heater; 1971 et al. M. M. E.T. Garages, 409, Kilburn High Rd. Tel. Maida Vale 4801. [C3151

ME.T. Garages. 409, Kilburn High Rd. Tel. Maida Vale 4801. (C3151 1956 | Aug.) Ford Consul MR. II saloon, Carlisle 1956 | Aug.) Ford Consul MR. II saloon, Carlisle 1958 | Aug. 1958 | Aug

FORD CONSUL

PFORD CONSUL 1957 Ford Consul convertible, radio, heater, spot-lamps, primrose yellow, excellent; £695.— L. F. Dove (C.V.), Ltd., 96-98, Lower Addiscombe Rd., Croydon. Add 3131. [9913] 1954 Ford Consul saloon, heater, due tone blue and beige, spotlamps; £450.—L. F. Dove (C.V.), Ltd., 96-98, Lower Addiscombe Rd., Croydon. Add, 3131.

1958 Ford Consul, Keniiworth blue, with blue up-holstery, heater, undersealed, one owner; 2725.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantie 6373.

Fremantle 6373. [9716]
1950 heater and radiator blind, 17,000 miles, owner emigrating; £300 o.n.o.—25 West Meadows Rd. Cleadon Village, Sunderland, Boldon 7824.
1953 (August) Consul, one owner, genuine 15,000, immaculate throughout; 695gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0888.

Motors, 160, Princhley Rd., N.W.S. Hampstead 0088.

4405.—Ford Consul convert. 1956, duo-tone pastel, matching interior, many extras, small miletage, chosen of the pastel, and the pastel, Clarendon Rd. Description, W.H. Park 5066 (20 yards Holland Park Tube).

Clarendon Rd. John W.H. Park 5066 (20 yards Holland Park Tube).

Cost & Young Ltd., offer 1958 Ford Consul conheater, immaculate condition; £2525.—€5-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station.) Tulse Hill £643.

545 ens.—Ford Consul October, 1956 Mark II, heater, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tub.) N.W.3. Hampstead 6041

DAYMOND MAYS conversion on 1958 (November)

Saturdays.—Rowland Smith, Hampstead (Tube). N.W.3 Hampstead 6041

RAYMOND MAYS conversion on 1958 (November) Consul de luxe saloon, with front bench seat folding to form a double bed, fitted with heater, radio in being with salmon red root, 16,700 miles; £750.

STAMFORD MOTORS, Lid., Old St. Ashton-understyles, Tel. 2188/4047.

1958 Consul, 13,000 miles only, one owner, radio, better, wheel trims. £735; another in black. £715; another, 1959, 8,000 miles, being, £735; part exchanges, cars or motor cycles, B.D. terms.—Stochen 682 and 5834.

1957 maculate condition throughout, with a milease of 10,000, fitted with many extrast, including radio, heater, town and country tyres on rear, etc., unbeatable value at £635; fully guaranteed.—Grove Lodge Motors. Spe. 9857.

Ford Censul Cars Wanted

ROWLAND SMITH'S, the Consul buvers: highest
cash prices.—Hampstead High St., N.W.3, Ham.
[W4018/R

FORD ZEPHYR

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20 Hilbids 6621, offer: 40, 120 Hilbids 6621, o WIMBUSH offers:

1956 arg Esphyr saloon, black, carefully used from the 8401-2-3. Earls Court Rd. C4056 (C4056) ELM AUTOSALES offer:-

1957 (Oct.) Zephyr Mark II, ivory and blue, radio only, one owner, like throughout; 2765.—66-68, Hart-field Rd., Wimbledon, S.W.19. Cherrywood 1615.

CROFTON GARAGES, Ltd.

1958 Ford Zephyr, finished in green and Arundel age, immaculate car; £765.—152, Whitechapel Rd., Bishopsgafe 5393.

ERIC HAYES, Ltd., offer:—

1957 (October) Ford Zephyr in green, one owner, 1957 radio and heater; £665.
1958 phys saloon, one owner, leather upholstery.
Bishopsbridge Rd., W.2. Ambassador 3266. (22085) T. DAVY, Ltd., Ford dealers.

1958 Zephyr, power top convertible, one owner, heater, washers, wing mirrors, etc., recorded mileage 13,950, an immaculate example fully guaranteed: £855.

180 -184, Kensington High St., W.8, Western 7181, 80 -68, North Row, Marble Arch. W.1. Hyde R USSELL MOTORS, Ltd., offer:-

1958 model Zephyr saloon, heater, wing mirrors, windscreen washers, one owner, taxed, small mileage; £685.—47, Sloane St., S.W.I. Sloane \$288, [C3060]

WARWICK WRIGHT, Ltd. offer:-

1958 Ford Zephyr Phase II automatic aloon, gre-1958 blue upholstery, heater, 13,000 r.lles; £858 WARWICK WRIGHT, Ltd., Lord's Court, St. John Wood Rd., London, N.W.8 Cunningham 6058 (C300 COOMBS & SONS (GUILDFORD). Ltd.

PORD Zephyr with the well-known Farnham estate body, finished in blue with matching interior, July 1958, low mileage, fitted with a heater, etc., also has the full flat-floor conversion; £1,295

COOMES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey Tel Guidford 62907, NAYLOR & ROOT, Ltd. (Established 1920).

DAGENHAM MOTORS, Ltd. Ford main dealers.

A FINE selection of Al Ford Zephyrs always available; 'phone for our list.—Used Car Dept., Alperton 2535 1955 Zephyr, grey. 1adio heater, many extras; L485.

ACQUIER, Ltd., 229, Hammersmith Rd., London, [C2045]

1957 Ford Zephyr saloon, Dover white, radio, CHARLES RICKARDS, Ltd., 12, Spring St., Paddington, W.Z. Pad, 3440.

£450 —1955 model, black, one owner.—Offord, 67, George St., W.1. Welbeck 6899. [C3115]

1955 Zephyr saloon, blue, excellent condition, bar-gain; £425 or terms.—Kiddeys Garage, Har-berson Rd., London, S.W.12. Balham 2531. [9862 1956 Zephyr Mark II. green, heater, radio, spot lamps, etc.; £635.—Campbell Symonds. (C1037/1

AZ MOTORS offer 1953 Zephyr saloon, exceptional value; £350!—Palmerston Rd., N.W.6. Mai.

1955 Ford Zephyr, 2 owners, heater, etc.: £515.
Farnham Motor Co., Ltd., Downing St.,
Farnham. Surrey. Tel. 4873-4. (C2110

1958 Ford Zephyr, heater, one owner, 14,000 miles; 8745.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110/1

St., Farnham, Surrey. Tel. 4873-4 [C2110.1]
1958 Ford Zephyr., heater, one owner, 14.000 miles, choice of 2; £745.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel. 4873-4. [C2110.1]
£345!!—Mark I Zephyr saloon, 1953. in duo-tone in heater, exceptional value for money; choice of 10 other Zephyrs, 1955-1958.
450 other cars; write for fully descriptive priced CAMDEN MOTORS, Leighton Buzzard 2041. Open CAMDEN MOTORS, Leighton Buzzard 2041. Open Catalogue.

changes. [Clubs]
1959 [14,000 miles, with flat floor, overdrive, all latest Zodiac mouldings, midnight blue and silver-grey colour scheme, new oversize tyres just fitted, Motoroia radio with twin speakers, heater, windscreen washers, continental mirrors, carefully used and maintained, one owner; £1,095—Innes Ireland, Ltd., Golden Acres, Elstead, Surrey, Elstead 2197.

Eistead, Surrey. Eistead 2197.

1957 finished in ivory with red and white 2-tone leather upholstery, the upholstery and carpets, paintwork and chrome have been kept in immaculate condition, carefully maintained by one owner from new, and fitted with heater, spot lamp, wing mirrors and efficient overdrive which results in excellent mass. Registers, recorded mircage, 2009; 255.2. E. Coverling, N. W. Sun. 2508.

4. Hall Lane, Hendon, N.W.4. Sun. 2508. [Your \$4445.—Ford Zephyr power-operated convertible 1954, immaculate in Canterbury green with beige interior, fitted a host of refinements including radio, heater, matched spot lights, reversing light and wing mirrors, very nominal mileage only in the hands probably the first wallable and certainly the best value currently offered; terms, exchanges, written guarantee.—Alan Baker, Baker & Roger, Ltd., at Hudson's Garage, Darkes Lane (opposite Ritz). Potters Bar 6181 or Hatfield 3561 evenings/week-ends.

ROWLAND SMITH'S, the Zephyr buyers; highest cash prices.—Himpstead High St., N.W.3. Ham. [W4018 R

FORD ZODIAC

HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20, Hillside 6621, offer:—
1958 Ford Zodiac automatic, corral and grey; £925;
HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042

BRADY'S MOTORS, Ltd. offer:-

1959 Ford Zodiac Farnham estate, automatic trans good con.: £1,125.—137-139, London Rd., Romfor

COOMBS SERVICE STATION offer:-

1957 model Zodiac saloon, ivory with black lower to rear fins, one owner, very low mileage; £725.

COMBS SERVICE STATION (GUILDFORD). Ltd., By-Pass Rd., Guildford 62926.

WARWICK WRIGHT, Ltd., offer:-

1957 Ford Zodiac Phase II saloon, ivory and black, cream and fawn upholstery, heater, 17,000 miles; £735.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.8. Cunningham 6050.
[C4045

GUY SALMON AUTOMOBILES offer:-

1958 Ford Zodiac saloon, 16,000 miles only from new black and mauve, a genuine mileage, one-owner car: 2855.

1957 Ford Zodiac saloon, black and ivory, radio, loose covers: 2755.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-5.

HENLYS offer with 4 months' guarantee:-1958 Ford Zodiac, automatic, one owner, grey and coral with white and red interior; £965.
HENLYS, Ltd., 958-964, High Rd., North Finchley, [9859] DAGENHAM MOTORS. Ltd., Ford main dealers.

A FINE selection of Al Ford Zodiacs always available; 'phone for our list.—Used Car Dept., Alperton 2535.

1958 Zodiac automatic, fitted radio, heater, etc..
WOOD & LAMBERT, Main Ford Dealer. 49, Stamford Hill, N.16. Sta. 34.24.

CHARLES FOLLETT. Ltd., officially appointed
Ford retailers, offer:
Ltd., officially appointed
Ford Zodiac convertible, overdrive, power
mileage: bood, radio, special divided front seats, low
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 254 fair 254

SHOWNOOMS: 18. Berkeley St., London, W.I. Mayfair 6266. Stores: Barnsdale Yard, off Elgin Ave., W.S. Cunningham 5936. [C2010]

1957 Ford Zodiac automatic saloon, finished in University and favn with blue upholstery: 2825. [University and the convertible, special wheel carrier, 19745 Pord Zodiac convertible, special wheel carrier, 19745 prod Zodiac convertible, special wheel carrier, 19745 prod Zodiac convertible, special wheel carrier, 19745 prod Zodiac Phase II saloon, duo green in 1975 prod Zodiac Phase II saloon, duo green in 19745 [VANS & O'MALLEY, 12, William St., Knightsbridge, EVANS & O'MALLEY, 12, William St., Knightsbridge, 19745 [Pord Zodiac automatic, grey blue, all Zodiac [Pord Zodiac automatic, grey blue]

1957 Ford Zodiac automatic, grey/blue, all Zodiac extras, good value at £795.—Ascot Service Station, High St., Ascot, Berks. Ascot 1649. [C1188] 1955 Zodiac, blue/grey, bed conversion, all extra Motorola radio, 100f rack, moderate mileag any trial; £525 o.n.o.—Tudor 3141.

any trial; £525 o.n.o.—Tudor 3141. [9682 WM Welbeck Motors.—Ford Zodiac estate car with automatic gear box.—See our display advert, on Editorial Page 557. Welbeck Motors.—Ford Zodiac saloon with automatic gear box, Richmond blue, low mileage, radio, spot lamps, virtually new condition; offered at £585 (approximately £500 under current list price).—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck [C4049]

1958 dual tone Zodiac radio, seat covers, extras, extr

1957 (July) Ford Zodiac, duo-tone grey/blue, one owner, taxed; £685.—Black Horse Garage, Richmond G41.

1957 Ford Zodiac, fitted all extras, one owner from new; £825.—Fairgreen Motors, Ltd., 54-36, Upper Green East, Mitcham. Tel. 3835.8153.

1959 (October) Zodiac in black and snoke grey, 350 miles, absolutely as new; £895.—Phillips Motors, 77, Chalk Farm Rd., London, N.W.1. Pri. 6666.

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages 144 - 158

and Page

1957 (Sept.) Ford Zodiac, l.h.d., black and ivory, Motors, 28-30, Watford Rd., Wembley, Middx. Arnold 1970?

1958 Zodiac Mark II convertible, gear change,
Palmer's, 3, Russell Garden Mews, Kensington, W.14.
Park 9704.

1959 (July) Ford Zodiac saloon latest type, un questionable condition, exchanges,—Wessel Motors St. Cross Road, Winchester. Tel. 5555, Mr Rysn. (C408)

1956 Ford Zodiac Mk. II. fawn, heater, in superior condition throughout: £645.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195, 96-98, Ewell By-Pass. Ewell 2933, (Cl054

1954 Ford Zodiac, grey/blue, heater, excellent can in every respect; £475.—Coles Garages, Ltd.
42, Worple Rd., S. W.19. Wimbledon 0195. 96-98
Ewell By-Pass. Ewell 2935. (C1054)

1957 (June) Pord Zodiac, automatic, black and red, 2-tone interior, radio and heater, whitewall tyres, one-owner car, low mileage, excellent condition throughout; £795.—Clubman Autos, Ltd., 136-142, High St., Tooting, S.W.17. Balham 3484. (Citis)

ROWLAND SMITH'S, the Zodiac buyers; highest cash prices.—Hampstead High St., N.W.3. Ham.

Hämpstead 6041.

Ford V.3 Cars Wanted

GOOD Ford Pilot required immediately.—G. Edwards,
Amenbury Lane, Harpenden, Herts. Harpenden
[W2000] ROWLAND SMITH'S the Pilot buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

SCOTT CARS.

1959 Ford Fairlane, l.h.d., 6 cylinders, automatic, radio, heater, absolutely as new.
1959 Ford Fairlane, right-hand drive, automatic, radio, heater, immaculate.
1957 Ford Fairlane, right-hand drive, automatic, radio, heater, immaculate.
2007T CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016]

CROPTON GARAGES, Ltd

1956 (reg. '57) Ford Pairiane, finished in black, one owner from new: at the reduced price of £1.095.

—132. Whitechaped Rd. Bishopsgate 3395. [C1139

PETER BANTOCK CAR SALES OF

1959 Ford Fairlane Victoria saloon, black/red, magnificent car is virtually brand new, having done only 3,000 miles; £2,150.—104, High Rd., Chiswick 1725/5870.

1956 Ford Fairlane automatic, this car is almost as new; £1,250.—Spicers Car Sales, Hitchin

237. V as new; £1,250.—Spicers Car Sales, Hitchin 237. Pord Fairlane automatic sedan, risht-hand drive, radio, heater, blue, low mileage, £1,795.—The Northeote Garage, £1-3, Northeote Rd, 22,285. The Northeote Garage, £1-3, Northeote Rd, £1,795.—The Northeote Garage, £1-3, Northeote Rd, £1,795.—The Northeote Garage, £1-3, Northeote Rd, £1,795.—The Northe

Moston, Manchester, 10. Let Failsworth 1425. [932]

AMERICAN FORD

1956 Ford Customline automatic, pink and black, in really magnificent order throughout, cl. 1095.—Spicers Car Sales, Hitchin 2037. [C413]

SIMPSONS OF WEISILER, 343-355, High Rd. Wembley 3903-8091-4422. Top prices. [W4015]

FORD MISCELLANEOUS
COOMBS, Ford main dealers, has always a huge
selection of second-hand Ford cars, of all types

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COMBS SERVICE STATION (GUILDFORD), Ltd., COMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962.

Ford Miscellaneous Cars Wanted R OWLAND SMITHS, the Ford buyers; highest cash prices.—Hampstead High St., N.W.S. Ham, 60416.

[W4018.R]

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FIRST-CLASS mechanics and highly efficient super-vision produce the best results. ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

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HIGH St., Wandsworth, S.W.18. MAIN Ford dealers

ARGE stock of genuine Ford parts. VANDYKE 7222 (5 lines)

FRANK G. GATES, Ltd., High Rd.. Woodford Green (Tel. Wanstead 6635), main Ford dealers, service and all spares.

FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W. type 45 Cabriolet, engine, gear box, suspension, completely overhauled, brakes re-lined, new tyres; £195.—P. Cox, Isle of Rhé, Nibler, Dursley, Gloucestershire.

FN-BMW, 1936, type 45, pillarless saloon, 6 1,911cc, heater, screenwash, Lucas spot, 1958 cours winner, excelle t condition throughout; o.n.o.—28, Westminster Rd, Coventry.

BUY your Goggo from

MAIN distributors, London and Middlesex, new and used Goggomobils for immediate delivery; spares MANSELL & FISHER, 93-95, Old Brompton Rd. London, S.W.7. Knightsbridge 7705. [0431/R MPHW for all miniature cars, new and used woking 4231.

GEORGE CLARKE pay most. Tul. 3211.

CONNAUGHT ENGINEERING offer highest cast price for good used Goggomobil, all models.—Connaught Engineering, Portsmouth Rd. (A3), Send. Tel. Ripley 3122-3.

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HEALEY

3-litre convertible. Dec. 1955, extensive mechanical overhaul.—Meath-Baker, Lamport Hall, Northania, [1946] 1949 Healey estate car, 100mph, with unsual 9860 design; £265.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

PRIVATE buyer offers immediate cash for good Healer Tickford saloon.—Lavington 2177. [9439 GOOD Silverstone Healey required privately.—Full details to P. W. Harrison, Pannells, Lower Bourne, Parnham, Surrey. ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Han. [W4018/8]

HEINKEL MPHW for all miniature cars, new and used.

-32, Piccadilly, W.1. Gerrard 6055. COMERFORDS for Heinkels, new and second-hand.

—Portsmouth Rd. Thames Ditton. Emb. 5531.

[0936/8]

1957 Heinkel 174 cabin, one owner, 9,000 mle. 2000 mle. PRIDE & CLARKE —Best buyers.—Brixton 6251.

ROWLAND SMITH'S, the Heinkel buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. (6041)

GEORGE HARTWELL, Ltd., offer:-

HILLMAN Minx Mk. VI. VII, VIII Series I and II. A choice of 6, full details on request, from £575.—35-41, Holdenhurst Rd., Bournemouth. Tel. 26566.

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HAVE available a range of Hillman cars of very low mileage ondon, W.1. DEVONSHIRE House, Piccadilly, GRO. 3401.

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LOWER TEMPLE St. CEN. 8411.

MANCHESTER, 2.

129. Deansgate. BLA. 6677.

SCOTT CARS.

1958 series Hillman Minx convertible, one owner, solution of the solutely as new; £745.

SCOTT CARS, 341-347 Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676-7779. [C4016] CAR MART Ltd.

OFFER with six months' guarantee:-

4565 Hillman Minx saloon, heater, special, reg. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

H A. SAUNDERS, Ltd.

1959 Hillman Minx series III convertible, pippin red, unregistered, used for show purposes only, 300mls, only, latest Easidrive transmission, list

1959 Hillman Minx series III estate car, green/ white, htr., 3,000, (new Easidrive transmission); £945. 10—12, Peter St., Manchester 2. Bla. 9265-6-7.

WARWICK WRIGHT, Ltd., offer:-

1955 Hillman Minx Mark VIII saloon, maroon, beige upholstery; £495.
1955 Hillman Minx Mark VIII saloon, grey, red upholstery: £555.
1956 Hillman Minx Series I saloon, grey, antelope upholstery, heater; £625.
WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

WARWICK WRIGHT, Ltd., offer:-

1959 Hillman Minx Series III special saloon, white, red upholstery, 6,000 miles; £685.
Hillman Minx Series II convertible, blue, blue upholstery, radio and heater, 19,000 miles;

1930 upholstery, radio and heater, 19,000 mues, 2775.
1958 Hillman Minx Series III de luxe saloon, charcoal and foam grey, red upholstery, heater. 1958 en land foam grey, red upholstery, heater. 1958 grey and charcoal, grey upholstery, bucket seats, heater, 8,000 miles; £695.
1956 Hillman Minx Series II manumatic saloon, black, red upholstery, heater, 18,000 miles; £615.
1958 Hillman Minx Series III estate car, blue and heater, 18,000 miles; £615.
1950 miles with the depholstery, radio and heater, WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6505. [C4045]

CATERHAM MOTOR Co., Ltd., offer:-

1955 (November) Hillman Californian Mark VIII, black and red with red trim, 28,000 miles, one owner: E535.

CATERHAM MOTOR Co., Ltd., Reigate 2245.
[C1187]

ALLAN TAYLOR MOTORS, Ltd., offer:-

1958 (November) Hillman Minx de luxe, duo tone, low mileage: £665.
HiGH St., Wandsworth, S.W.18. Vandyke 7222 (10 [C4104

HAROLD RADFORD & Co., Ltd., offer:-

1959 Easidrive, series III saloon, de luxe; £885.—[C4147

HENDON CENTRAL GARAGE, Ltd., offer:--

HILLMAN Minx 1956 series, black, red upholstery, heater, screen washers, Ace Rimbellishers, wing mirrors, etc. £475.

HILLMAN Minx series III, powder blue and charcoal, rextras: £710.—Watford Way, Hendon Central. R.W.4. Tel. Hendon 8084-5.

1955 convertible, chauffeur driven; £470.

SMITH & HUNTER, 376, Kensington High St., W.14. Western 2312. [C4019]

1954 Hillman Minx coupe, heater, low mileage, CLAPHAM Junction, S.W.11. Battersea 2252.

1958 Minx saloon, Series II, heater; £680.

1958 (September) Minx special saloon, series III: [C4106

1956 Hillman Minx de luxe saloon, blue/cream, Michael cheautiful condition: £560.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

1956 Hillman Minx saloon, series I, blue/grey immaculate; £610.—Oxshott 2041 Minx estates, choice of 4, 1957-8-9,—Pedigree Estates, 340, Euston Rd., N.W.1. Euston 7889, [C3095]

1947 Hillman 10hp drop head foursome coupe, cream, red hood, unworn tyres, excellent

ream, red hood, unworn tyres, excellent runner; £185.

1947 Hillman 10hp, genuine 4-door estate car, clean and good; £225.—Bray Motors, 180-134, West End Lane, N.W.6. Hampstead 6490. [C1024 1957 Hillman Minx Series I de luxe saloon, black, red interior, neater, etc., taxed year, all new tyres, excellent order; £580.

A LTWOOD GARAGE, Altwood Rd. Maidenhead, 7cl. Littlewick Green 7076.

C10305 E489!!!—1956 series Hillman Minx de luxe saloon, one owner, spotless grey cellulose, red leatier; choice also 5 other Minxes from £370.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley £222. [C2052] 1959 model series III de luxe Minx, finished in blue, fitted extras, as new condition through-

1958 model series II de luxe, 10,000 miles only, finished in grey, as new throughout; £650.

Bowman's. Weybridge 3265.

1958 de luxe 2-tone saloon, heater, etc., all facili-Andover 3672-3. Monro,

1730 ties, any vehicle exchanged.—J. S. Monro, (C3150)
1958 Series Minx II estate car, heater, etc., beautiful example, one owner; £745; terms, exchanges.—Finchley 1503.
1958 £635.—Ward & Co. (Putney), Ltd., 5. Upper Richmond Rd., S. W.15. Vandyke 1077.
19510
1954 Hillman Minx de luxe, 15,000 miles, extras; 15.5, Finchley Rd., R. W.3. Hampstead £221.
1955 Hillman Minx Mr. VIII, ohr engine, in very site, princhley Rd., R. W.3. Hampstead £221.
1955 Hillman Minx Mr. VIII, ohr engine, in very site, princhley Rd., R. W.3. Hampstead £255.—Barnes, 155, Finchley Rd., N. W. S. Hampstead £255.—Barnes, 15

1959 Hillman Minx estate car. series III, heater, radio, unmarked; £925.—Evergreen Service Station. Stanway. Essex. Tel. Colchester 2600. [9468 1957 bleige, one owner: £525.—Cattermoles (Garage), Ltd., '79, Pentonyille Rd., NJ. Terminus 1001.

MARK VIII de luxe saloon, Minx 1955, heater, mechanically perfect and quite unblemished; £459; terms, exchange.—Old Forge, Northwood 2609, 19830

1952 Minx Mk. V coupe, excellent condition throughout, recent reconditioned engine: £360 o.n.o.—101a, Adelaide Grove, W.12. She. 9682.

1952 Hillman Minx convertible, grey, maroon hide, Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1022

46490. [Clu23]

1957 Hillman Minx series II de luxe saloon, 15,000 condition; £625.—Blue Star Garages, 59-65, Belsize Rd., N.W.6, Mai. 5555. [9827]

1959 Hillman Minx, low mileage, fitted air conditioning; £685.—Douglas Service 24124, 24124

1957 Hillman Minx Series I de luxe saloon, ante-1957 lope/cream, heater, one owner, immaculate: £615.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490.

S LOCOMBES, Ltd., offer 1958 Hillman de luxe. 12,000 S miles only, one owner, heater; £675; part exchanges, terms.—38-52. Dudden Hill Lane, N.W.10. Wilesden 4869 and 3934.

4869 and 3934.

1958 Hillman Minx de luxe saloon, finished in fully 2-tone, immaculate condition throughout and fully guaranteed; £635.—Grove Lodge Motors, Spe.

9857. [980a
495 gns.—Hillman Minx 1956 de luxe saloon, duocondition, written guarantee; terms; exchanges.—Rowland Smith, below.
305 gns.—Hillman Minx 1955 Phase VIII estate car,
dud-ot-one grey green, heater, fold-flush rear
excellent condition, written guarantee; terms;
exchanges, last, open 3-7 weekdays and Saturdays.—
Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 6041.

1953 Hillman Minx Anniversary model in black, red 1953 Interior, excellent condition: £425.—Hillwood Motors, Watford Way, London. N.W.7. Mill Hill 432. Open till 8 p.m.

1957 (July) Hillman Minx de luxe saloon, Series I, unmarked, duo-grey/antelope, red upholstery, heater, low mileage, taxed, one careful private owner; £655.—Tel. evenings Sto. 6260.

1956 Minx convertible, one owner, genuine 21,000, appearance: 498ms.—Home & Overseas Motors, 160. Finchley Rd., N.W.3. Hampstead 0088, 19532 Hillman Minx de luxe, dual ton, radio, heater, 15,000 m.lles; £625.—Staines Motors, 103. The Broadway, N.W.2. Tel. Gladstone 2489 and 0298

£399.—1956 Hillman Californian de luxe saloon, dual black and red, red interior, l.h.d. export model, an unrepeatable opportunity.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093 HILLMAN Minx, '47: 8225: deposit £8/2/10, 1st of Hillman Minx, '47: 8225: deposit £8/2/10, 1st of Hillman Minx, '47: 8225: deposit £8/2/10, 1st of Hillman Minx, '47: 825: dep

1957 Minx saloon, heater, many extras, specimen and exchanges.—E.R.C. Services, 2-5, Summerland Odns., Musvell Hill, N.10. Tudor 8073. Bow. 4087.

1957 (July) Hillman de luxe saloon, illac and maintained, one owner car; £595.—R. E. Mead (Sales), Ltd., 42, Queen St. Maidenhead. Tel. Maidenhead

1935-2 (August) Series I Minx convertible, immaculate and thickers I Minx convertible, immaculate and thickers I Minx convertible, immaculate and thickers I Minx convertible, into duo-tione black and red with red hood and thickers I Minx convertible and thinkers I Minx convertible and thinkers I Minx convertible and the series of the se

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3, Ham.

CAR MART, Ltd.

OFFER with six months' guarantee:-

£575.—Hillman Husky, heater, 16,000 miles, reg. CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. WARWICK WRIGHT, Ltd., offer:-

WARWICK WARDIS,

1958 Hillman Husky Series I antelope and grey,
1958 Hillman Husky Series I antelope and grey,
1958 In red and white, low mileage,
WARWICK WRICHT, Ltd., Lord's Court, St. John's
Warwick WRICHT, Ltd., Lord's Court, St. John's
Wood Rd., London, N.W.S. Cuminipham 6050.

[C4045

DIXONS GARAGE (PUTNEY), Ltd., offer:-

1956 Hillman Husky, ome careful owner, excellent condition throughout.—154, West Hill, S.W 15. Hillman Huskys, choice of 5.—Pedisegree Estates, 340. Euston Rd. N.W.1. Euston 7889. Hillman Husky. blue, red leather, extra carfolds, conditions and conditions of the rear. heater, immaculate, 16.000 miles only; 2565.—R. S. Mead (Sales), Ldd., 42, Queen St., 375 mea.—Hillman Husky, 1955, duo-tone grey red, 16.000 miles of the rear condition, written guarantee; terms; exchanges list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.S. Hampstead 6041.

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FIRST-CLASS mechanics and highly efficient super-vision produce the best results. W.6. Riv. 3665. ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.

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GOOD H.R.G. required immediately.—G. Edwards.
Harpenden, Herts.
W2000 ROWLAND SMITH'S, the H.R.G. buyers: highest cash prices.—Hampstead High St., N.W.5, Ham, 194018/R

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TOM GARNER, Ltd., offer:-

1959 series Humber Super Snipe series 1 sin steering. 19,000; £1,295.

1950 Humber Pullman Mk. II limousine, black, htr.; £785.

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1960 Humber Super Snipe, 200 miles, radio. cost £1,525; our price, £1,425,—33, Sloane St., [C3006] TACK ALPE LIMOUSINES.

MARYLEBONE, W.3. Welbeck 1124.

A SELECTION of privately owned Pullman limousines in showroom condition and carrying a 3 months

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1954 Series IV Pullman, ohv Blue Riband engine.
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METROPOLIS GARAGES, Ltd.

MEHROPOUR Hawk, blue, grey, fitted radio, heater, 1956 spot lamps, wing mirrors, one owner; £675,—45, Earls Court Rd., Kensington, W.8. Western 4534,

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1955 Humber Hawk saloon, overdrive, radio, heater wing mirrors, spotlight, taxed, immaculate condition; £55 R. S. MEAD (SALES), Ltd., 42, Queen St., Maldenhead, Tel, Maldenhead, 5431-2. [C3011]

HUMBER Super Snipe 1958 (Nov.), fully automatic. power-assisted steering, 10,000 miles; £1.475.—35-41, Holdenhurst Rd., Bournemouth. Tel. 26566. [C2079]

WARWICK WRIGHT, Ltd., offer:-

1955 Humber Hawk Mark VI saloon, green, over-WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Glastsone 6041. WARWICK WRIGHT, Ltd., offer:—

Humber Super Snipe Series I saloon. black. grey upholstery, power steering, radio and heater, 1,000 miles; 21,375.

1958 Humber Super Snipe Series I saloon, 2-tone blue, red upholstery, overdrive, power steering, radio and heater, 8,000 miles; £1,395.

1958 Humber Hawk Series I automatic saloon, black, red upholstery, heater, 15,000 miles; £1,150.

1750 black, red uphoistery, meater, one series I 1.150.
1958 (December) Humber Super Snipe Series I 1958 automatic saloon, burgundy, beige upholstery, power steering, heater, 4,000 miles; £1,450.
1958 Humber Hawk Series I saloon, grey, red upholstery, heater, 14,000 miles; £1,050.
1958 Humber Hawk Mark VI saloon, blue, red upholstery, heater, 26,000 miles; £575.
WARWICK WRIGHT, Ltd., Lord's Court, \$6,050.
Wood Rd., London, N.W.S. Cunningham 6050.
[C4045]

CMI CAR SALES (Pri 6623) offer:-

1955 Humber Hawk, one owner, taxed year; £465. THREE months' guarantee: terms; list on application.

—Swiss Cottage, Finchley Rd., N.W.5. [C1051

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1957 Humber Hawk saloon, Reuter seats and overmiles, as new: £775.
1956 Humber Hawk de luxe saloon, grey/red hide, overdrive and heater, 23,000 miles only, faultless original condition; £675.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3.

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1959 Humber Super Snipe, duo grey, overdrive, radio, 2.200 miles; £1.485.—Kensington 6.642.

HEARSES! We are building deck and bearers on the 27hp chassis. Inspection invited.

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1957 Humber Super Snipe, automatic, heater, black with red interior; £965.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N. W.11. Finchley 0081/9782.
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HUMBER Hawk 1955, overdrive, heater, screen Washers, radio, grey, red uphoistery; £540.—Wat-ford way, Hendon Central, N.W.4. Tel. Hendon 8084-5. WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1957 Humber Super Snipe saloon, automatic transferior, heater, windscreen washers, etc., and special seating, ils,000 miles, immaculate condition. E225.
WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd. Weybridge, Surrey. Weybridge, 2235. [C4094] GEORGE NEWMAN & Co. (BRIGHTON), Ltd.

1955 Humber Hawk saloon, one owner only from coachwork and interior as new: £550.

TUBILEE St., North Rd., Brighton 24247-8.

1955 (May) Humber Super Snipe saloon; £445. GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Eus. 4466, 1954, black, tull equipment, genuinely exceptional; E426, tull equipment, genuinely exceptional; SMITH & HUNTER, 376, Kensington High St., W.14. (C4019) 1956 interior; £645, WINCOVERS, Ltd., The Hyde, Hendon. Colindale 4031.

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ALPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street (Near Selfridges). Mayfair 2941.

Camber Mottors for high-class used Humbers, 1981 and Selferidges and

HUMBER Hawk saloon Mark V series 1953, black and silver grey, one owner, history available

LESS.

HUMBER Hawk saloon 1956 Mark VI obe engine with overdrive, immaculate two-tone green, faultless appearance, mechanically most outstanding. Town and Country tyres, heater, wing mirrors and washers; £695.

HUMBER series I New Hawk saloon 1958, 16,000 miles, maroon and beige with underseal, Link mats, heater and loose covers, one owher; £995.

450 catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041: Cuntil 8 p.m.; unrestricted hire purchase, excl

1955 (June) Humber Hawk saloon, black, over-drive and heater, exceptional condition; £540. PHENIX MOTOR Co., Phonix House, High St., Sutton, Surrey, Vig. 0161.

1959 Humber Super Snice, black/grey, red interior, radio, heater; £1,265.—Godfrey Davis, Ltd... Neasden Lane, N.W.10. Dollis Hill 8000. [C2130]

1951 (May) Humber Super Snipe, Alpine mist, heater, taxed, above average; £250.—Tel. [T9193]

1958 (February) Humber Hawk series I saloon, £1,050.—16, Gainsborough Rd., Ipswich. CAMDEN MOTORS The Limousine Specialists offer a choice of 28 Pullmans and Imperials all with a six months' written guarantee:—

HUMBER Puliman Mark IV limousine 1954. one the last batch produced, ohv engine, colour blastandard type upholstery, usual extras, exception throughout; £1,295.

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£1295 — 1959 Humber Super Snipe, 2.700 miles showroom condition.

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JCI. Soos Ltd., offer 1957 March Humber Hawk de luxe saloon, 2 colours, one owner: accept £675.—Stafford Rd., Wallington. Surrey. Wallington 6677, 8. Stafford Rd., Wallington. Surrey. Wallington 6677.

1958 Humber Hawk Estate car, duo-tone, unquestionable condition, exchanges, etc.—
Wessex Motors, Wharf Hill, Winchester, Tel. 5386, [C4087]

1955 Humber Hawk, grey, red interior, mileage from the first of the fi

HUMBER Super Snipe series I saloon, smoke/sage αreen, green trim, overdrive, works mileage only; £1.350.—Boxall's Garage, Ltd., Stafford. Tel. 397, [9555]

1958 Series Humber Super Snipe Series I, automatic transmission, power-assisted steering, 2-tone blue and grey, one owner, immaculate, 11.000 miles; £1.095.

EATON MOTOR Co., Eaton Socon 256 (St. Nects).

[C2114]

1958 (August) Humber Hawk saloon, grey and blue, £1.025 -E. D. Abbott, Ltd., Farnham, Surrey. Tel.

JACK ROSE, Ltd. offer 1959 series Humber Super Snipe in burgundy, 11.000 miles, extras, unmarked condition: accept £1.195.—Stafford Rd., Wallington, Surrey Wallington 6677-8.

1955 (April) Humber Hawk de luxe, black, overdive, 2 owners, "xeceptional condition: £535 c.-Vandereell Bros., Ltd. 215 Haverstock Hill, N.W.3. Swi. 4441

AZ MOTOPS offer: 1951 (registered 1955) Hawk saloon, very sound condition, fitted radio. heater, £295; also 1948 ditto at £225—Palmerston Rd. London. N W 6 Maido Vale 4725 (Cloii

TOM ALLERY Automobiles: 1958 Humber radio, heater, "overdrive," black with red, bledon 3848. Wimbledon Hill Rd., S.W.19.

bledon 3848.

1958 Humber Hawk Series I saloon, black, graph the upholstery, heater, works maintained, excellent throughout, written guarantee; terms, exchanges; 2930.

CRFEW GARAGE, Tel. 23, Moreton-in-Marsh, Glos.

1959 (March) Humber Super Snipe overdrive 9,800 miles lors and state of the state o

HUMBER Hawk, June. 1957, radio, heater, grewhite, red interior. 33,550 miles: £935.—Carri Motors, Ltd., 104-6, Broniley Rd., Catford, S.E.6 Hither Green 3451.

1956 Humber Hawk Mark VI saloon, dual green, out; £645.—Phenrik Motors, Ltd., Oxford Rd., Gerrards Cross, Denham 2716/2545.

HUMBER Super Snipe. December. 1958, blue/grg, heater, radio, overdrive, one owner, 12.000 miles: £1,250.—Carris Motors, Ltd., Lewisham Bridge, S.E.15, Lee 8585.

1958 (Nov.) Humber Super Snipe, glacier blue, 5.568 miles only; £1,250.—1-2, The Crescent, Surbiton, Elmbridge 0081.

1959 Humber Super Snipe, 4,000 miles, Re Krey, as brand new, £400 below list; £1,30-a, 656, Kingston Rd., Raynes Park, S.W.20. Tel. Chwood 4322.

wood 4322.

1950 Hawk, radio, heater, many extras, 1948
1950 hrown leather, excellent condition throughout; £295; h.p. terms and exchanges.—E.R. Services.
2-5, Summerland Gdns., Muswell Hill, N.10. Tudor
8073 Bow 4087.

1012 Hawk extended the service cheap
enough to buy for spares at £9, £11, and H. fitted
Lomas ambulance bodies. Just off service; cheap
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limingham. 6. Tel. Aston Cross 4217.

Humber '58 Hawk extate, automatic gear box,
"radio, heater; 2-tone, as new.—Pedigree States.
340. Euston Rd., N.W.1. Euston 7889. Also 1985
Hawk extate, normal gears, £1,165, and another registered May 1956, £665.

1959 (Oct.) Humber Super Snipe, the later with matching hide interior; 100 miles only: immediately extract the control of the

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465 gns.—Humber Super Snipe 1955 Mark IV de luze saloon, ohv, heater, Ace Rimbellishers, excelent condition, written guarantee: terms; exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 624,

1957 (Oct.) Humber Hawk series I automakic bar, Ace Rimbellishers, spotlight, with a utomakic bar, Ace Rimbellishers, spotlight, wing mirrors, ammeter, rear demister, seat covers, one owner, chairfeur driven; £1.040.—Cattermoles (Garage), Ltd., 79. Pentonville Rd., N.1. Terminus 1001. [Clie0]
1959 (March) Super Snipe, finished in black with a grey upholstery; genuine and guaranteed \$,000 miles only; one owner from new, in superb condition, fitted overdrive, radio, etc.; whole new and thoroughly recommended, £1.259. Plouds new and thoroughly recommended, £1.259. Plouds of the conditions of the condit

house 632-652.

PRIVATE sale, 1956 Humber Hawk estate, 12,20°0 miles, verdrive, radio, heater, twil lamps, windscreen washers, cigarette lighter, rack, new tyres, t. and c. on rear, undersealed new, this car is in immaculate condition; 2895.—Lambs Farm, Danehill, Sussex. Tel. Chelwood

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Humber Cars Wanted

ROWLAND SMITH'S, the Humber buvers: highest
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THE Humber specialists for all spares. Tel
1455-8. See advt. under Parts & Access LANGNEY MOTORS, Ltd., Main Dealers, Rd., Eastbourne, Tel. 7600 (5 lines).range: prompt and efficient service.

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1957 r.h.d. 500cc, recent engine overhaul: £249.—363, Fulham Rd S.W.10. Flaxmar 4558. [C44]
S&S MOTORS.—1953. one owner, small mileage. bargain; £245.—Paddington 6174. [C4090]

1958 B.M.W. Isetta plus model, Cherry red. r.h.d.: combe 3113

MPHW for all miniature cars, new and -242. Brompton Rd., S.W.3

ISETTA coupe '57/8, £295; deposit £10/13/4 lst of 36 monthly instalments; many others on no-deposit terms.—Shepton Mallet Transport, Ltd., 58, Wilson St. Finsbury Sq., London, E.C.2. Tel. Mon. 7684. [C415]
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Claude RyE urgently require Isettas; top prices
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CODFREYS, Ltd.—B.M.W. Isetta spares over-thecounter service at 206, Great Poriland St., W.1.
But 4632, and 427, Brighton Rd., S. Croydon 10008/R AFN Ltd., offer complete service and repairs for models: largest stock of spare parts in the country, including replacement engines, (82015)

JAGUAR MARK VII

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WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jaguar.

SIDNEY MARCUS, Ltd.

1954 Jaguar Mark VII, radio, new tyres, one owner, outstanding car for the year; £495.—35, soane St., S.W.I. Belgravia 3721. [C3006]

KJ MOTORS, Ltd., offer:—
1956 Jaguar Mk. VII M in B.r.g. with green leather upholstery, fitted overdrive, de luxe radio, heater, etc., in most excellent condition: £695.

KJ MOTORS, Ltd., Widmore Rd., Bromley, Kent. Ravensbourne 3456.

HENDON CENTRAL GARAGE, Ltd., offer:—

Jaguar Mk. VII automatic, blue/black, every extra. 28,000 miles; £710.—Watford Way, Hendon Central. [C2034]
W#YBRIDGE AUTOMOBILES, Ltd., offer:—

Jaguar Mark VII M saloon, automatie trans-mission, B.r.g. with tan interior, excellent throughout. E495. WATERIDGE AUTOMOBILES. Ltd., 30, Queens Rd. Weybridge, Surrey. Weybridge 2253, extn. JAGUAR Mark VII saloon, automatic, duo maroon, E 1,245

R Mark VII, 1954, in black with wing mirrors spot lamp; £525.—Odeon Motors, Ltd., Bar. 1954 Mark VII with overdrive, black red: £565.—
1955 Mary Park Garages, Reigate 2265. (C4159
1955 Jaguar Mark VII, automatic, one owner, Windows Reim, William Collection, Collidate (C418)
1952 Jaguar Mark VII, two tone, radio, many Montrock Motors (N. H. Boswell,) 91-95, Montrock Motors (N. H. Boswell,) 91-95, band 1974. (C3088

1952 Jaguar Mark VII, two tone. radio. many 1952 (1952)

MONTROE MOTORS (N. H. BOSWELL), 91-95, Eppins New Rd. Buckhurst Hill, Essex. Buckhurst 1171-2. (1958)

1953 Jaguar Mark VII saloon, black, good conversion of the conversio

Mai 4733. ... Essair - amnerson Rd. (C1011 1956 series Jaguar Mark VII M type saloon, oversept. 1959. recelots available, excellent order; £675.—
Claytons Cars (London) Ltd. 17, Bruton Place, Los Con. Will 1959. 184 (1954) 11. 1959. Carson fitted radio, heater, overdrive, spots, type as new, colour grey/red leather, beautiful car, trms.—Pel. Gatley 6995 or 16. Torkington Rd., Gatley. Cheshire.

DUNCAN HAMILTON & Co. urgently require Mark VIII. 33, High Rd. Byfiet 3101. W1091

KJ MOTORS. Ltd., offer:—

1957 Mk. VIII Jaguar in duo-grey with red leather upholstery, fited automatic transmission. a see owner vehicle supplied and maintained by us. has foreign only 14,000 miles, as new; £1.245. kJ MOTORS, Ltd., Widmore Rd., Bromley. Kent. Ravensbourne 3456.

JAGUAR MARK VIII

H HENLYS, Ltd.

WE have all models of Jaguar.—For address showrooms see advertisement under "Justine Jaguar.—For address [06]

1957 Jaguar Mk. VIII saloon, synchromesh.
Place, Berkeley Sq., Mayfair 0821-2. [C3040
HAROLD RADFORD & Co., Ltd., offer:-

1957 Mk. VIII automatic, black with grey leather; E1.195.—Kensington 6642. [C4147]

1957 series Jaguar Mark VIII automatic, one where, blue with blue interior: £1,125, the HENLYS, Ltd., Henlys Corner, North Circular Rd., Nw.11. Pinchley 0081, 5782, WEYBRIOGE AUTOMOBILES, Ltd., offer:—

1957 Jaguar Mark VIII saloon, automatic trans-mission, black/grey dual tone with grey in-terior, radio, wing mirrors, etc., immaculate condition; £1.225.

E1.225.

WEYBRIDGE AUTOMOBILES, Ltd., 30, Queens Rd., Weyb-idge, Surrey, Weybridge 2233, extn. TANKARD & SMITH (CHELSEA), Ltd., offer:

1957 Jaguar Mark VIII. maroon grey, one owner 1957 Jaguar Mark VIII. maroon grey, one owner 1955; 3 months written guarantee.—194-198, Kina Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801 (f. C302: UIII automatic, inished if

1.195: 3 months wins N. 3. Ten.
Rd. Chelsea, London, S.W.3. Ten.
1958 maroon and claret one owner-driver; 21.195.
3 AUNDERS ABBOT, Ltd. Wickham Rd. Beckenham, Kent. Tel. Beckenham 7276.
[C4148]
1957 etc.: £1.245.—Odeon Motors, Ltd., Bar C4026.
Tlack, brown interior, radio, ovvers

£1125 —Black, brown interior, radio Michelin X, excellent condition,—in Ravenswood," Ilkeston Rd., Heanor, Derbys.

£1125—Black. brown interior, radio, covers, Michelin X., excellent condition.—Goodman, Ravenswood," likeston Rd., Heanor, Derbys. [9786]
1958 owner, superb condition: £1,195.—Robbins, East Putney. Tel. 7881 att. blue blue. [1,00]
1958 one wmer, radio, taxed, excellent condition: £1,295.—Inse Garages. Ltd., Maidenhead 2149. [C2119]
1957 Jaguar Mark VIII automatic gear box, 2 tone blue: £1,095.—Circus Garage (Brighton). Ltd. Tel. Brighton 28301-2-5.
Ltd. Tel. Brighton 28301-2-5.
Ltd. Tel. Brighton 28301-2-5.
MUNN & CHAPMAN. Ltd. Amersham Common. Little down: £1,335.
MUNN & CHAPMAN. Ltd. Amersham Common. Little Chalfont 2711-2.
1957 Jaguar Mk. VIII, automatic, duo blue. £1,305. Munn & CHAPMAN. Ltd. Amersham Common. Little Chalfont 2711-2.
1957 Jaguar Mk. WIII, automatic, duo blue. £1,305. Munn & CHAPMAN. Ltd. Amersham Common. Little Chalfont 2711-2.
1957 Jaguar Mk. VIII, automatic, duo blue. £1,305. Munn & CHAPMAN. Ltd. Amersham Common. Ltd. Little Chalfont 2711-2.
1957 Jaguar Mk. VIII, automatic, duo blue. £1,005.—Hewits Garage, Ltd. High St., Amilectote. Stowbridge. Tel. Stowbridge 5138. [C2138]
1958 Jaguar Mark VIII, finished in maroon with matching marcon upholstery, one owner only, 8,000 miles only from new. £1,395.—Hoperoft of Nottingham. Ele. Stowbridges. Tel. Stowbridge 5138. [C2138]
1957 (June) Mk. VIII (ully automatic slows). Stonehouse. (305.—Heurist Garage, Ltd. High St., Amile-terior, in exceptionally clean condition and thoroughly recommended; total mileage under 20,000; £1,150.—Plough Motors, Gloucester Rd., Stonehouse, Glos. [1973]
XXX Superb 1957 (March) Jaguar Mark VIII automatic slown. Jaguar Mark VIII automatic slows. [1973]

Tel. Stonehouse 682/683. [9730]

XXX Superb 1957 (March) Jaguar Mark VIII
automatic saloon, luxuriously equipped,
sliding roof, H.M.V. press-button radio, heater, twin
fog lamps, Ace Rimbellishers, very full dash-board
and interior equipment finished dual grey with
chromium mouldings and upholstered in grey hide with
carpets to tone; most attractive example; written guar
artee, £1,175; terms, exchanges.—H. F. Edwards.
Great Titchfield St., London, W.I. Langham 0012.

Great Titchfield St., London, W.I. Langham 012.

[C2003]

DUNCAN HAMILTON & Co. urgently require Mark VIII. 53. High Rd., Byfdet Si0I. [Wi091 GEORGE NEWMAN & Co. require for cash low mileage Jayauar Mark VIII cars.—369. Euston Rd. London, NW.1. Eus 4466 (12 lines). [W3035

Jage Javuar Mark IX. 1000 miles only. grey with 1959 Jaguar Mark IX. 1000 miles only. grey with red uphoistery. automatic; £1,300 C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone 51988 Christ Church Rd., C1108 Jaguar IX. saloon. 2,000 miles, automatic nower steering, exchanges.—Wessex Motors, St. Cross Rd. Winchester Tel. 5555, Mr. Ryan. [C4087]

H. F. EDWARDS want and buy good Jaguar IX.—
28-34. Upper High St., Epsom, Surrey. Tel.
Epsom 5611.

JAGUAR 2.4

HENLYS Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jagu Siecellaneous." [0650]

1959 Jaguar 2 4. works mileage only, owner abroad; 81,425.—33, Sloane St., S.W.1 Belgravia (C3006) CLBORNE BROTHERS, Ltd., offer:-

1957 special equipment, overdrive, radio, blue, spotless condition, £1,095.—Lady Margaret Rd. GEORGE NEWMAN & Co. (BRIGHTON). Ltd.

1956 Jaguar 24 saloon s/e, radio, heater, negligible mileage, one owner only: £975.

JUBILEE St. North Rd., Brighton 24247-8.

DUNCAN HAMILTON & Co. offer:-

1958 2.4 s.e., Cotswold blue, grey interior, disc order; £1.375.e., overdrive, radio, etc., impeccable 1956 2.4 s.e., overdrive, stage II tuning, Michelin 1956 2.4 s.e., grey, overdrive, radio, etc., one owner; £1.585...—55, High Rd., Byffnet 5101. [C109]

CMI CAR SALES (Pri. 6623) offer:-1956 Jaguar 2.4. special equipment, green; £975. THREE months' guarantee; terms; list on application.
-Swiss Cottage, Finchiey Rd., N.W.3. [C1051]

COOMBS SERVICE STATION offer:-

1957 model Jaguar 2.4 saloon, in black with overdrive, Ace trims, etc., etc., one family owned, superb throughout; £995.

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962.

GUY SALMON AUTOMOBILES offer:-

1958 Jaguar 2.4-litre special equipment model, Cornish grey red leather, wire wheels, disc brakes, 22,000 miles from new exceptional car; £1,345.—Portsmouth Rd., Thames Ditton. Emberbrook

HAROLD RADFORD & Co., Ltd., offer:-

1958 2.4 saloon, nearl grey with red leather, over-frive, disc brakes, 7,600 miles; £1,475.— HENLYS offer with 4 months' guarantee:—

1957 series Jaguar 2.4 special equipment, overdrive, one owner, grey with red interior; £1,145, HELLYS, Ltd., Parkway, Regent's Park. N.W.1. Guillive: 5721. [9846]

WEYBRIDGE AUTOMOBILES. Man. 1956

Jaguar 2.4 saloon, blue grey interior, s'e. model, overdrive, radio, etc., one owner, excellent throughout; £1,075.

WEYBRIDGE AUTOMOBILES. Ltd., 30. Queens Rd., Weybridge, Surrey. Weybridge 2233, Extin. 19.

19. The Westinger Surface Property Westings and Cadost 19. Cadost 20. Cadost

1958 (July) Jaguar 2.4 SE, black with green interior, 3,000 miles, one owner, as new;

£1,350 GATS ENGINEERING Co., Ltd., Brockenhurst, 19885 1957 2.4 Jaguer, grey, overdrive, radio, heater; Ewell, Surrey, Ewell 2382.

Ewell, Surrey. Ewell 2952. [C2128]
1957 model, registered October 1956. Jaguar 2.4
ditent Edges. [C3128]
1958 also e laret, most attractive, excellent conditent Edges. [CRAVESEND] Ltd. Rochester Rd.,
ERIDAY'S (GRAVESEND) Ltd. Rochester Rd.,
Gravesend Tel. Gravesend 5211. [8852]
1958 Jaguar 2.4 s./e, disc brakes, overdrive, one
owner, extras, as new £1.875.—James Tavlor
Automobiles, Findon, Sussex, 3022. [C4027]
1956 2.4 Jaguar, grey, red interior, in magnificent
throughout: £975.—Cavendish
Motors, Cavendish Rd., N.W.6. Willesden 0046.

AZ MOTORS offer 1956 2.4 special equipment
special conditioned engine just fitted £975.

—Palmerston Rd., N.W.6 Mai. 4723. [C1011]

Palmerston Rd., N.W.6 Mai. 4723. ICIO11
1957 Series 2.4 s.e. with overdrive, heater, low mileage; £1.065.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C3091
1957 Jaguar 2.4, overdrive, Webasto roof, B.F.g., and Gagar and G

Syd. 4648. [3866]
1959 Jaguar 2.4 pearl grey with red leather, radio,
Bird, Hall Farm, Plumtree, Notts. Tel. 361, 1979.
1959 Jaguar 2.4, pearl grey with red trim, overdrive, disc brakes, 5.000 miles; £1.485.—
1957 2.4 Jaguar, grey, with red leather upholstery,
overdrive, radio, etc., etc.; a superby maintained one owner car; £1.095.—Tel. Maidstone 2239.
19607

1957 Jaguar 2.4, special equipment model, over-drive, radio, etc.: £995.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey. Tel., 4873-4. [C2110-1

1957 Jaguar 2.4-litre special equipment saloon.
brakes, seat covers, 27,000 miles, as new throughout:
£1.125.

MIONN & CHAPMAN, Ltd., Amersham Common Little Chaliont 2711-2. [9582]

1958 Jaguar 2.4 special equipment sa'oon. British racing green, disc brakes, radio, screen washer, one careful owner; £1.275.—Cleales, Haverhill 285.

waster, one careful owner; £1.275.—Cleales, Haverhill 285.

1958 2.4 S.E. Br.g., o'd., disc brakes, H.M.V. radio, many extras, director's car, maliciained in faultiess condition; £1.350.—Day Hither Green 7424/4340, evenings Crayford 21972.

£1175!!!—1958 Jaguar 2.4 de luxe special cquipment saloon, recorded mileage 15.000, whole vehicle as new: choice 2: choice also 1956 models from £800.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; axcharges; hire purchase.—421.

425. High Rd. Finchley Finchley £222 (2052 2.4 special equipment overdrive saloon, with discaped and delivered 100 miles radius—Rudda 4: High St., Worthing 7778.4

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

JAGUAR 2.4

1957 Series, S.E. o/d, radio, 17,000 miles, engine overhauled with latest type piston, immaculate: £1,065.—Chipstead Motors, 142, Holland Park Ave., London, W.11. Park 3445.

1956 Jaguar 2.4 special equipment model, finished in grey with red upholstery, 25,000 miles, beautiful condition: E995.—Cannons Corner Garage, Stonegrove, Edgware. Tel. Stonegrove 9600. Open till 10 p.m.

895 grs.—Jaguar 1956 2.4, birch grey, radio, heater, screen washers, excellent condition, written guarantee; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.J. Hampstead 6041.

ROSE & YOUNG, Ltd., offer: 1957 Jaguar 2.4-litre special equipment saloon, low mileage, fitted over-drive, immaculate condition, Claret; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (one minute Streatham Hill Station). Tuise Hill 6464. [C3057

Jaguar 2.4 Cars Wanted

2.4 Jaguars wanted low mileage.—Pinner Motor Co..
[W3105]

DUNCAN HAMILTON & Co. urgently require 2.4s.

-33, High Rd., Byfleet 3101. [W1091] XXX H. F. Edwards are excellent cash buyers of good Jaguar 2.4.—154, Great Titchfield St., London, W.I. Langham 0012. [W2003

JAGUAR 2.4 saloons wanted for cash or part exchange.

—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2026] Chester, 3. Tel. Deansgate 5525-5.

ROWLAND SMITH'S, the Jaguar 2.4 buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R

JAGUAR 3.4

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jaguar.—[066]

SIDNEY MARCUS, Ltd 1959 Jaguar 3.4 automatic, 7,000 miles, beautifully kept; £1,475.—33, Sloane St., S.W.1, Belgravia 3721.

KJ MOTORS, Ltd., offer:-

1958 series 3.4-litre Jaguar in Indigo blue with transmission, chrome wire wheels, Koni dampers, disc brakes and special Derrington steering wheel, a one owner car supplied and maintained by us which has covered only 12,000 miles, in condition as new: £1,550.

KJ MOTORS, Ltd., Widmore Rd., Bromley, Kent. Ravensbourne 3456.

A1 GARAGE, Ltd., offer:-1957 3.4 saloon, overdrive. 15.000 miles, grey, radio, immaculate: £1.295.—14-16, Childs Place, Earls Court, London, S.W.5. Fremantie 1813. (2035/R.)

R. HARDY & SON offer:-

1958 (Aug.) Jaguar 5.4 saloon, grey/grey uphologo stery, automatic gear box, radio, low mileage, one owner, whole car immaculate; £1,425.—52-55, Marylebone High St., W.1. Funter 0942. [6982]

1958 3.4, overdrive, disc brakes, Cornish grey, rec Fitzrop Sq., W1. Euston 7811. [C401: COOMBS & SONS (GUILDFORD), Ltd.

Jaguar 3.4-litre special equipment saloon, finished in that delightful Sherwood green with soft green hide interior, May, 1959, one owner, low milesge, fitted with H.M.V., reddio, wing mirrors, overdrive, disc brakes, badge bar, etc., the entire car is unblemished and carries our 6 months guarantee; £1.595.

COOMBS 3. SONS (GUILDFORD), Ltd., Portsmouth Cooking and Cooking Cooking

COOMBS & SONS (GUILDFORD), Ltd.

JAGUAR 3.4-litre special equipment saloon, supplied new by us in 1958 to an owner with 3 cars; this accounts for the low mileage of 14,000; the car is in pearl grey with red interior and it is impossible to find a pin-head defect anywhere. inside or out; special Continental tyres, overdrive and died; out; special Continental tyres, overdrive and died; 21,495; course, the course of the course

HAROLD RADFORD & Co., Ltd., offer:-

1958 3.4 saloon, maroon with red hide, over-disc brakes, 8,400 miles; £1.525.— Kensington 6642. CHARLES FOLLETT, Ltd., official Jaguar retailers,

1959 Jaguar 3.4 automatic gear box saloon, disc beige leather, guaranteed 5,000 miles only, unmarked; beige leather, guaranteed 5,000 El.625. Condon, W.1. May-

SHUTCH CONTROL OF STREET O

1957. Jaguar 5.4, overdrive, radio, heater, dark blue, exceptional condition.

British & Collonial, MOTORS, Ltd., 77, St. Martick & Collonial, Motors, Martick & Collonial, California, Califo Herongate 394/265.

1957 (November) Jaguar 5.4. overdrive, radio.
£1,265.—Robbins, East Putney. Tel. 7881.
(C3010

JAGUAR 3.4

1958 (June) Jaguar 3.4 special equipment saloon, drive, discs, 9.800 miles, one owner, taxed Dec., as new throughout, £1,400 MARSH OF CHORLEY, £4d., Pall Mall. Tel. 4347, [9889]

1957 Jaguar 3.4 saloon, automatic. radio.—Wessex Motors, St. Cross Rd., Winchester. Tel. 5555, Mr. Ryan. [C4087]

1957 (August) Jaguar 3.4, grey, overdrive, o careful owner, immaculate condition; £1.25.

—Tel. Bristol 64050.

1958 3.4 Jaguar automatic, 15,000 miles, disc brakes, unmarked; £1,350.—W. M. B. Smith, [9797]

1958 Jaguar 3.4, overdrive, discs, radio, pea grey, one owner, beautiful condition; £1.49 —Clerkenwell 4425. Syd, 4648,

1958 Jaguar 3.4, disc brakes, overdrive, whitewalls low mileage, magnificent condition;
1,445.—Worths, low mileage, magnificent condition;
19717
1958 interior, Jaguar 3.4 saloon, grey with blue
15,000 miles from new; £1,425.
M. J. HUGHES, Ltd., The Highway, Beaconseld 644.
(C2152

1958 Jaguar 5.4-litre saloon, specially prepared with every extra for the Equipe Endeavour. 15,000 miles only, full details on request: £1.50. Ltd., Woking, MOTORS Woking, 2277. [C4097]
1958 Jaguar 5.4-litre saloon, specially prepared with the control of the co

FATON MOTOR Co., Eaton Socon 236 (St. Neots).

1957 (Sept) 3.4 Jaguar saloon, light grey, immaculate; £1,295.—Edwards Brothers, Ltd., Castle Garage, Castle Street, Salisbury, Tel. 5301/2/3.

£1250 o.n.o.—1957 3.4, radio, heater, o/drive, grey, red interior, immaculate; h.p. arranged, exchange considered.—159, Walton Rd., Chesterfield.

1959 model (Reg Nov. '58), Jaquar 3.4 spa4a1 finished in Cornish grey with light bulloop-holstery, litted did brakes, overdrive and radio, 20.00 miles from the second results of the second radio, 20.00 M. J. HUGHES Ltd., The Highway, Beaconsfield 644, M. J. HUGHES Ltd., The Highway, Beaconsfield 644,

1959 (June) 3.4, 5,000 miles, overdrive, disc £1,575.—Elmbridge Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254.

1959 (June) Jaguar 3.4, special equipment, automatic transmission model, indigo blue with light blue interior, 886 miles only, owner recently deceased; price, £1.675.—Charles Ross, Ltd., Heeley, Sheffield. Tel. Slo41.

Shemeid. 1el. 51051.

1957 drive, radio and heater, blue with blue hide interior, unmarked, very modest mileage and in wonderful mechanical condition: £1.295.

450 other cars. Write for fully descriptive priced Camben MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase: exchanges.

until 8 p.m. Unrestricted hire purchase: exchanges.

1959 (May) 3.4, finished in Pearl grey with red upholstery, special equipment model, overdirive, disc brakes, radio, in superb and unblemished condition, one owner from new, genulme guaranteed mileage 7,300: £1,595.—Plough Motors, Gloucester Rd., Stonehouse, Glos. Tel. Stonehouse 682-683. [973]

XXX Superb 1958 model 3.4 Jaguar Automatic saloon, finished grey with red hide and carpets to tone, luxuriously equipped, heater, expensive radio, fitted overmats back and carpets to tone, luxuriously equipped, heater, expensive radio, fitted overmats back and cally immaculate one-ownership ear which must be seen to be appreciated; offered with written guarantee at the attractive figure of £1,395; terms, exchanges.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. (C2003 3.4 Jaguars, low mileage.—Pinner Motor Co., Pinner Unican Hamilton & Co., urgently require 3.48.

DUNGAN HAMILTON & Co., urgently require 3.4s.
D-35, High Rd., Byfleet 3101. [Wi091
ROWLAND SMITH'S, the Jaguar 3.4 buyers; highest
Cash prices.—Hampstead High & N.W.5. Ham.
Goll. (W4018/R

JAGUAR XK120

HENLYS, Ltd.

WE have all models of Jaguar.—For addresses showrooms see advertisement under "Jag Miscellaneous." 1065

Miscellaneous."

XK 120 1951, blue, good hood and sidescreans;
Every St., Tonbridge, Kent. Tel. 2449.

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JACK ROSE, Ltd., offer 1954 model XK120 hard top coupe, a genuine car, any examination; accept £525.

Stafford Rd., Wallington, Surrey. Wallington 6677.8.

JAGUAR XK120/140 drop head, beautiful condition, wire wheels, white sidewalls, resprayed indigo blue. new beige top. all accessories. engineer owner emigrating, £955; h.p.—Western 0913 (evenings).

ing: £595; h.p.—Western 0913 (evenings). [9444 XK 120 1953 fixed head coupe, black, red inmaintained: £55.—Bakeley Engineering, Ltd., Ripley, Surrey, 3266. St. Pale blue, red leather, extras, four new spile of the strength of the strength

JAGUAR XK120

XK120 confused with average condition XK a low mileage only, radio, heater, Xtyres, badge bar, spot lights, full tonneau, etc. 2545.—Cashill darage, Stourbridge B.C. Catchill, Bromsgrove, 2256.

Bromsgrove 2236.

\$375 | Herally unmarked chromium, first-chag mechanical condition, typical impressive Jaguar performance, particularly nice specimen of this famous Le Mans winning Marque, another of our hand-picked sports cars; terms, exchanges, written guarantee.—Alan Baker, Baker & Roger, Ltd., at Hudson's Gargar, Darkes Lame (opposite Ritz). Fotters Bar 6181 or Hafield 5861 evenlings/week-ends.

ROWLAND SMITH'S, the Jaguar XK120 bu highest cash prices.—Hampstead Wigh St., N Ham. 6041.

JAGUAR XK140

H HENLYS, Ltd.

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DUNCAN HAMILTON & Co. offer:-

1956 XK140 Roadster, red. matching interior, twin Byfleet 3101. WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1955 (1956 series) Jaguar XK140 f.h coupe, Comish for lamps, etc., an exceptionally fine example of this model: £895, series XK140 f.h coupe, blue with grey interest. The terior, heater, wing mirrors, windscreen washers, twin fog lamps, etc., excellent throughout £895.

E825. WEYBRIDGE AUTOMOBILES. Ltd., 30. Queens Rd., Weybridge, Surrey. Weybridge 2233, Extn. IC4054

CHARLES FOLLETT, Ltd., official Jaguar retailers.

1956 Jaguar XK140 fixed head coupe, automatic fransmission, radio, supplied new by us, fully serviced and guaranteed; 295, 540 Jaguar XK140 Berkeley St., London, W.1. May-fair 626. do Stores.—Barnsdaie Yard, off Elein Ave., w. 9. Cunningham 5936. [Color London W.1. May-weight and the company of the control of the contro

1957 engine, as new; £1,500.

1955 gellent (Had drop head coupe, radio, exchasks; £765.—Taylor & Crawle, Ltd., 42a, South Audley St. W.1. Gro. 6881-4.

BARTLETT.—Jaguar XK140 drop head coupe, one womer, almost unmarked.—27, Pembridge Villas, W.11. Bayswater 0523.

W.11. Bayswater 0525.

XK 140 drop head coupe, 1957 model, in fawn match, new Michelin X, radio underseal, many other extras, Jaguar history, one owner; £995.

450 catalogue. Write for fully descriptive pried CAMDEN MOTORS, Leighton Buzzard 2041, Open Changes.

changes.

1956 Jaguar XK140 hard top, in British racin turbo discs, etc., etc.; a quite exceptionally clean, on owner, pride and joy car; never used competitively 2505.—Tel. Maidstone 2239.

Nege & YOUNG, Ltd., offer 1956 Jaguar XKI40 fixed head coupe, 19,000 miles only, two owners, fitted radio, immaculate condition, white: £885-66, 69, Sternhold Ave., Streatham Hill, &W.2. (1 miles Hill 6464. (2007)

Jaguar XK140 Cars Wanted
XK140 d.h.c., private buyer, cash for genuing immaculate model.—Tel. Staines 1167, 16775

JAGUAR XK150

HENLYS, Ltd.

WE have all models of Jaguar.—For ac showrooms see advertisement under

DUNCAN HAMILTON & Co offer:-

DUNCAN HAMILTON & Co oner:—

1958 «XK150 d.h.c., 10,000 miles, Cotswold blue, spotlights, heater, etc., exceptionally weil maintained: [C103]

1,955.—35, High Td. Byfleet 3101. [C103]

HALF WAY ASTOS Southend Arterial Rd. E. Hermond State:—1958 matching leather for sale:—1958 matching leather interior, also overdrive, disc brakes, radio and heater; £1,550.—Tel. Herongate 394 or 265.

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-5, offer:—
1958 only, in showroom condition: £1,495. [C103]

1958 KK150 F.H. coupe, B.R. green, overdrive, disc brakes, Koni shock absorbers, 16.215;

HENLYS, Ltd., 1, Peter St., Manchester 2. Black-[9787]

1958 XKI50 hard top with disc brakes. overdrive and wire wheels nominal mileage, fantastic performance, only wants seeing; £1,395.
450 other cars. Write for fully descriptive pried CAMDEN MOTORS, Leighton Buzzard 2041. Open Campes. Unrestricted hire purchase; etchanges.

1958 October green fixed head special equipment overdrive, disc brakes, Michelin J. 700 miles, one owner; £1,500.—Tel. evening Chester 2507 for 5617.

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JAGUAR XK150
1959 (May) 1508 roadster, red, 5,600 miles, just limited slip diff.; 21.750; h.p. and exchanges.—Jones Garage, Syston, Leica. Syston 2257. 1958 Series, fixed head, one owner, 14,000 miles, Sories, fixed head, one owner, 14,000 miles, London, 142. Holland Park Ave., London, W.11. Park 545.

1958 Jaguar XKI50 drop head coupe, B.r.g., one with the couper of the coupe, B.r.g., one graph of the coupe, B.r.g., one miles; a coupe, B.r.g., one miles; a coupe, B.r.g., one coupe, B.r.g., one coupe, B.r.g., one coupe, beautiful of the coupe, beautiful of the coupe, and c

mington Spa. Tel. 1247.

1957 Jaguar XK150 fixed head coupe, blue with grey interior, a beautiful one owner car, with radio, overdrive, etc.—Tel. Mr. Gray, Wessex Motors, New St. Salisbury. Tel. 5275.

with radio overdrive, etc.—Let. at the radio overdrive, etc.—Let. at the radio overdrive, etc.—Let. at the radio overdrive, etc. at the radio overdrive, and radio overdrive, at the radio overdrive, etc. at the radio overdrive etc. a

1959 (September) XK150 hard top coupe. 400 miles only and as new disc prakes over the manner: £1,775—Clayton's Cars (London). Ltd., 17, and N. Hyde 1934 (Closo 1958). 15,000 miles grey, special equipment, over-arive, acrefully used example, £1,65—Ward & Co. (Nutsey, Ltd., 5, Upper Richmond Rd., S.W.15. Vande 1979.

DUNCAN HAMILTON & Co. urgentry require XK150s, 1815, 1816, 1

JAGUAR MISCELLANEOUS

HENLYS, Ltd

88, Piccadilly. Hyde Park 0247 THE Jaguar Showrooms.

50 Jaguars to choose from.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 1915).

HOLL, House, 385, Euston Rd., N.W.1. (Euston MANCHESTER (Blackfriars 7845).

BOUNNEMOUTH (Bournemouth 20678).

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NORTH FINCHLEY (Hillside 6666).

PARKWAY, Regent's Park, N.W.1 (Gulliver 5721.)

THE Hyde, Hendon, N.W.9. Official Jaguar Service Station (Colindale 6565).

THE CHEQUERED FLAG, Ltd.,

ONDON'S Leading Sports Car Specialists.

1865.—Jaguar XK140, fixed head, 1955, dark grey, radio, heater, overdrive, spots, washers, radio, heater, overdrive, spots, washers, see the spots of the spots o

J48 Jaguar 15-litre special equipment saloon, a truly outstanding example of this very popular model, condition throughout comparable to many cars of 12 months old or less; quite exceptional raise at £255.—Portsmouth Rd., Thannes Ditton. Emberbrook 5551-2-5.

S. H. NEWSOME & Co., Ltd., Jaguar Distributors. G. H. NEWSOME & Co. Ltd., Jaguar Distributors, 16345, Automatic, Dlack, tan Bather, radio: £1.450, automatic, Pacific blue Mark VIB M., 1956, automatic, Pacific blue John Mark VIB M., 1956, overdrive, battleship grey, red leather, radio; £255, lack and grey, red leather; £355, black and grey, red leather; £455, Bather Mark VIB M., black and grey, red leather; £355, Corporation St., Coventry, Tel. Coventry 25061, [C5145]

JAGUAR 3½-litre, 1948; £140.—Warnecke, Greengates, Cavendish Ave., Dore, Sheffield 73567. 1966

1948 3½-litre Jaguar, 2 owners only, radio, heater, exceptional condition for year; £265, ACQUIER, Lid., 229, Hammersmith Rd., London, C2043

195. Jaguar Mark VIII automatic saloons, choice of 5, from £1,195, repeat £1,195.

1958 Jaguar XK180 fixed head coupe, fitted disc brakes, overdrive, etc., in outstanding condition throughout; £1,545, brakes wire wheels, etc.;

1956 Jaguar 2.4, radio, heater, overdrive, low 1955 Mark VII M-type, radio, heater, overdrive, in Superb condition; £565.

LINGOLN STREET MOTORS (B'HAM), Ltd. Lincoln St., Balsali Heath Birmingham. Tel. Calloge 3731-2-5. 1947—48 Jaguar a /e. saloon, original condition throughout, two owners only.—For 9019.

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BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. (10081/R)

HEWITTS GARAGES specialise in Jaguar cars, 20 second in part exchange, consult us now.—High St., Amblecote, Stoutheridge 5135.

175gns.—Jaguar December, 1948, 344-litre saloon, condition; holee of 5; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [Cd018

Jaguar Miscellanesus Cars Wanted
Jaguar Miscellanesus Cars Wanted
Jaguar S.S.100 2-seater, have cash, will travel.—
154. Lanching Rd. Orpington, Kent. (W1165
ROWLAND SMITH'S, the Jaguar buyers: highest
Acash prices.—Jampstead High St., N.W.5.
Ham.
16041.

GOOD Jaguar required immediately,—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden | W2000

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ENGLAND'S largest Jaguar service station.

THE Hyde, Hendon, N.W.9 Colindale 6565.

SPARES and replacement engines for all models from 1938. A ND at Manchester, Cheetham Hill Rd., Deansgate [0563/R]

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx, Arnold 1154, COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0892 R

KJ MOTORS, Ltd., 6.E. England's largest Jaguar RJ parts stockists.—Bromley, Ravensbourne 3456. WESTERN MOTORS, Park Row, Bristol, Tel. 26304, have a wide range of Jaguar spares fall models.

JAGUAR overhaul and repair service.—Al Garage (incorporating Harman Engineering), Child's Place, Earls Court, S.W.5 Pre. 8181.

DEPENDABLE Jeeps at reasonable prices.—Metamet, 100, Belsize Lane, N.W.3. Hampstead 8231. [0599] JEEPS, private or goods, and all spares.—P. W. D. Motors, Ltd., Hampton Wick, Teddington Lock 4018, 16820 p. 16820 R. JEEPS!!!—The original specialists for all types, limited number like new.—Autowork, Ltd., Southgate St., Winchester Tel. 4965. All spares, etc. Tel. 2955

JEEPS.—Ministry reconditioned Ford and Willy's, new battery; £115.—Agricultural Vehicles, 24, Third Acre Rise, Oxford, Tel. Cumnor 359. [9490

1959 reg. 4WD station wagon, fitted latest obv Hurricane Jeep engine, £450; amphibious Jeep, original condition; £375.—525 Finchley Rd., Hampstead 54c2, London, N.W.5.

Hampstead 54:2. London, N.W.S.

WILLYS Jeeps, 1951-2 model M38, 12 only, 24-volt
and completely waterproofed engines, nominal
mileage, excellent condition, all spares in stock; also
30 only brand new Jeep trailers.—Thompson-Doxey,
Ltd., Sefton St., Southport. Tel. Day 56934, night
67355.

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.
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1959 Hustrated assembly guide and parts cataleque plan engine, gear box, clutch, etc.; noted for all American spares.—Dept. A., 331-5, High Rd, Chiswick, London, W.4. Chi. 1919 6850.

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On Pages 144 - 158 and Page 159

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1955 M.G. A. white red, tonneau, radio, heater, immaculate; £655.

1955 M.G. T. 1500, green green, outstanding example, many extras; £595 example, maly extras; £595.

1954 M.G. T. red and beige, distinctive condition throughout; £565.

1954 M.G. T. Piack and green, radio, tonneau, exceptional; £565.

1954 M.G. T. Piack and green, radio, tonneau, trial; £560.

1950 M.G. T. T. black and green, radio, tonneau, trial; £560.

1954 M.G. T. green and green, luggage carrier and many extras; £315.

1947 M.G. T. green and green, luggage carrier and many extras; £315.

1948 M.G. T. green and green, luggage carrier and many extras; £315.

ALL fully guaranteed, part exchanges and hire pur-chase welcomed.

ACL fully guaranteed, part exchanges and hire pur-chase welcomed.

Mitcham, Surrey.

Casa 3592 7188.

M.G. 1952 TD, cenuine car in first-class condition throughout; £425.—Box 5694. [9678]

1954 M.G. TF 2-seater, red, red leather, 50,000 Michael Christie Motors, Bicester Rd., Aylesbury, Sucks. Tel. 4727.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex, Tel. Hounslow 2238 or 3456.

1936 PB, green, just resprayed; £165. 1948 TC, maroon; £365. 1953 TD, red, specimen; £475. 1950 M.G. TD. black, tonneau, exceptional condi-tion; £375.—15, High Rd., Epping, Essen. [9919]

1952 M.G. TD sports, turquoise, far above average; £455,—Richard France, Ltd., 252-254, High Rd., Tottenham, N.15, Tottenham 0353. (C2118

1951 M.G. TD, red. good condition, extras; £385 o.n.o.—Enquiries to A. P., 66, Grange Rd.,

395 ns.—M.G. Midget, 1950, TD. red, red leather, screen washers, good condition, written guarantee, terms, exchanges.—Rowland Smith, below.
345 ns.—M.G. Midget, late 1949, TC, luggage and the strength of the screen with the screen guarantee; choice of 4; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

M.G. TF 150G sports model, attractive, in red, new hood, side screens, radio, badge bar, spot lamps, town and country rears, etc.; a superb car in exceptional condition throughout: £545.

1955 M.G. TF 1500, green, heater, Scintilla dis-tributor, larger carburettors, one owner, 34,000 miles, immaculate; £585.—W. H. Hall Automo-biles, 10, High St., Banstead. Burgh Heath 2721.

M.G. TD, 1949, red with red leather, new hood and tyres, reconditioned engine, 5,000 miles only, in really first rate condition throughout; £345.—Catshill Garage, Stourbridge Rd., Catshill, Bromsgrove, Words, Tel, Bromsgrove £256.

M.G. Midget Cars Wanted

H. A. SAUNDERS, Ltd.

1958 M.G. Magnette saloon, grey, red upholstery, recorded mileage 10.581, heater; £895.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North, Firchley, N.12. Hillside 5272 (8 lines) (C4092, GORDON & GLYNN offer:—

1957 Magnette Varitone finished in dark and light full servicing history, fitted with radio, etc.; £775.—79, Cadogan Lane, Sloane St., S.W.1. Sloane 8326/4017. BRADY'S MOTORS, Ltd., offer:-

1958 M.G. Magnette saloon, finished grey, in 137-139, London Rd., Romford 45394.
CHARLES FOLLETT, Ltd., offer:—

1956 M.G. Magnette saloon, grey, one owner, sup-ShowRooms—18. Berkeley St. London, W.I. May-fair 6266. Stores.—Barnsdale Yard, off Eigin Ave., W.S. Cunninsham 5366. [C2010]

1957 M.G. Magnette ZB. red, one owner only, excellent condition throughout; £765.

CASTELMAU, S.W.13 (nr. Hammersmith Bridge), Riverside 4444.

ALTWOOD GARAGE, Ltd., ofter:— (C1022)

A law Coll Carracte, Ltd., oner: —

1957 MG, Magnette Varitone saloon, duo grey/
well-known owner, low mileage and in excellent order
throughout; £815.

1955 green and black, heater, washers, etc., etc.,
1955 green and black, heater, washers, etc., etc.,
1955 LTWOOD GARAGE, Altwood Rd., Maldenhead,
A Berk: Tel. Littlewick Green, 70. evenings and
week-ends, Littlewick Green, 70. evenings and
COOMBS & SONS (GUILDFORD), Ltd.

M. G. Magnette, delivered new by us as 1959 model, Varitone in two shades of green with black hide interior fitted radio and Michelin X tyres, etc., 14,000 miles only, spotless car; £995.

COOMES & SONS (GUILDFORD), Ltd., Fortsmouth Rd., Guildford, Surrey. Guildford 62907.

1959 M.G. Magnette, director's car, immaculate; E995.—407, High Rd., N.12. Finchley 0091.

HENLYS offer with 4 months' guarantee;—
[C2052]

HENLYS Under With 4 months guarantee.

1957 M.G. Magnette. one owner, green with black
HENLYS, Ltd., 952-954, High Rd., North Finchley,
N.12. Hillside 666.

NATIOR & ROOT, Ltd. (Established) 1920.

1956 M.G. Magnette, birch grey/red, heater, exceptional condition throughout; £715.
CLAPHAM Junction, S.W.11. Battersea 2252.
CLAPHAM Junction, S.W.11. Battersea 2525.

1959 Mark III M.G. Magnette. 3,000 miles; £975.

WOKING MOTORS (MAYBURY HILL), Ltd., Woklog, Surrey, Woking 4277.

1955 M.O. Magnette, in very fine condition, &SSO:
Nr. Romsey, Hants. Tel. Lockerley S12.

(Oct.) Magnette ZB saloon, twilight grey,
genuine milea m 14,888, immaculate: &945.—
1mperial Z42.

1955 Magnette in superb condition, grey; £650.— Hillingdon Motors, Western Ave. Tel. Ux-IC2135 M.J. Magnette, November 1955, fitted with radio, in excellent condition; £730.—Whites (Camberley), Ltd., Camberley 3443.

Ltd., Camberley 3445 [9360]
1958 [M.O. Magnette Varitone saloon, finished in stery, fitted wing mirror and cigar lighter; 2590, UNIVERSITY MOTORS, Ltd., 80, Piccadilly, 9746 [9746]

1958 M.G. Magnette saloon, varitone, duc-blue, 8000 miles, most carefully used, radio; £950.

The Parkside Garage, Ltd., Warwick Rd., Coventry, 877.

1958 model (Dec. '57) Varitone, blue black one careful owner, 14,000 miles; £885.—W H. Hall Automobiles, 10, High St. Banstead. Burgh Heath 2721.

1958 M.G. Magnette (ZB), Varitone grey with red upholstery, 19,000 miles, new Michelin X Yets; £895.—Logsdon's Garage, Royston, Herts. Tel. Royston 2281.

tyres: £895.—Logsdon's Garage, Royston, Herts. Tel. Royston 2281. [C3160]

1955 (May) M.G., Magnette 14;—litre salcon, green. In the continuous continuous

2 others

AMBS OF WOOD GREEN (Established 1897); 100
guaranteed cars; exchanges; hire purchase.—421423 High Rd. Finchley Finchley 6222 (C205)

AND WANTED-SPARES AND SERVICE USED CARS FOR SALE

M.G. MAGNETTE

1957 (October) M.G. Magnette Varitone, dual maculate expor, one owner, heater, washers, E.M.C. warranty; £820, - Hoggar's Garage, Victoria Rd. East. Leicester 67807/5.

4,000 miles only, late '58 ZB Magnette in amoke blue, surely one of the lowest mileage ZBs available, one owner of course; £1,025.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869 and 3934.

4869 and 3934, [C4017.]

4869 and 3934, [C4017.]

4869 and 3934, [C4017.]

maroon leather, radio, heater, screen washers, one owner, excellent condition, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. [C4018.]

M.G. Magnetta Gars Wanted

RS
ROWLAND SMITH'S, the M.G. Magnette buyers:
Ham. 6041.
[W4018.]

MAGNETTE.—£700 cash offered for 1957, one owner, low mileage model.—28, Thistlebarrow Rd., Bournemouth. Tel. 35049. [9810

XXX H. F. Edwards are excellent cash buyers of good M.G. Magnette.—154, Great Titchfield St., London, W.1. Langham 0012. [W2003

A 1 GARAGE, Ltd., offer

1958 M.G. A hard top, Webasto roof, cream/red, many extras, 18,000 miles, one owner, specimen example; £825.—14-16 Childs Place, Earls Court London, S.W.5. Premantle El81. [0055/R] BRADY'S MOTORS, Ltd., offer:-

1959 M.G. A sports, blue, heater, 10,000 mls., one owner, as new; £865. 137-139, London Rd., Romford 45394.

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481-2-5, offer:—

1959 M.G. A fixed head, blue, 1,000 miles only, so well as new; £950, spreen, recent complete works overhaul moluding new engine, every possible extra including radio £735. [CI001]

HALP WAY AUTOR, Southend Arterial Rd. E. Hornden, Essex, offer for sale and the service of titled manual gear box; £834.

1958 M.G. A coupe, black with red and ivory interior, radio, manual gear box; £895.— Tel. Herongate 394 or 265.

Herongate 394 or 265.

1958 M.G. A. blue, radio, heater, tonneau cover, Michelin X. spot lamp, as new; £815.

1956 M.G. A, red, radio, heater, tonneau, Michelin X. spot lamp, as new; £695.—W. H. Hall Automobiles, 10, H.gh St., Banstead. Burgh Heath [9918]

1925 | 1959 M.G. A 1600 model. 1.400 miss.

1,400 miss.

2,400 MR 2.5 MR 2.5

1959 (July) F.H. coupe, red, ritted radio, heater, screenwashers, 5,030 m.; £950, HENLYS, Ltd., 1, Peter St., Manchester 2. Blackfriars 7843.

1957 coupe, reputed 115mph, white; £200 extras; £775.—Gerrards Cross 3360. [9767

1956 M.G. A 2-seater, black, green leather, heater, black green leather, heater, black green leather, heater, leater wheels, exceptional; £685.
MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

M.G. A, blue, 1957, detachable hard top, heater, radio, 13,000 miles; £750.—Waltham Cross 26006. PARTLETT.—1957, M.G. A, ivory, exceptional condi-tion; £695.—27, Pembury Villas, W.1. Bayswater 0523

1959 model M.G. A twin cam fixed head coupe.
miles only, as new £1,045.
1958 M.G. A fixed head coupe, blue, grey hide.
heater, one owner, outstanding value; £825.
heater of the couple of

MAY 1957 M.G. A 2-seater open, red, black interior, heater, new tyres, one owner, any trial; £710 Tel. Reigate 3515. [C4159]

1959 M.G. A sports, ivory with red trim, miles only, heater, tonneau cover, otheras; £845.—Kerridge, Alton 2192.

1957 M.G. A, immaculate, one owner, white, 1957 19,000 miles, many extras; £695.—Regent [9453

1958 2-seater open, finished in red with black trim, radio, heater, etc., £775; also new 1600 open, disc brakes, £943.—Bowman's, Weybridge 3265. [C1143

1958 M.G. A fixed head coupe, red, with red up-holstery, radio, heater, adjustable steering column; £875.—Ascot Service Station, High St., Ascot. E71188

M.G. A fixed head coupe, June, 1957, pale green, recent new engine, new tyres, in immaculate condition: £745.—Revlo, Ltd., 25, Kyotts Lake Rd., Birmingham. Tel. Victoria 1290.

1958 M.G. A coupe, red. heater, radio, many excendition; E795.—Saul & Slatter, Ltd., 44. Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

Hill, Faimers Ortets, R. S. A. 1600cc, disc brakes, soft top, delivery mileage; £885 or small deposit.— Kercury Gerberg, Cheshire. Tel. Mercury 2882.

1958 M.G. A coupe, cream, black upholstery, heater, 4 month's B.M.C. guarantee; £865. Circus Garage (Brighton), Ltd. Tel. Brighton [C1147]

M.G. A coupe, island green, fitted radio, heater, s'wash, luggage rack, supplied, maintained by our service dept. since new, immaculast throughout, written guarantee; terms, exchanges; £040. CURFEW GARAGE, Tel. 25, Moreton-in-Marsh, Glos.

19710

1956 M.G. A. champagne, recently respoked wire wheel and many other extras, new engine 1,600 miles ago, still under guarantee; incredible value at £685. REVLO, Ltd., 23, Kyotts Lake Rd., Birmingham, 11. Tel. Victoria 1230.

1958 M.G. A 2-seater, white, red leather uphol-ing windows, telescopic steering, Michelln X tyres and many other extras, 8,954 miles, exceptional conditional £686.—Lamb's Ltd., Woodford, Essex, Wanstead 6666.

1959 M.G. A sports 2-seater, one owner, glacier blue, underseal, wire wheels, radio and heater; adjustable stereing, twin horns, screenwashers, radiator blind, in as new condition; £875.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161.

JACK ROSE Ltd. M.G. stockists, offer 1957 M.G. A 2-seater in blue, 15,000 miles, one owere almost unma, 1500 miles, one owere almost unma, 1500 miles, may extras; accept £1,095.—Stafford Rd., Wallington, Surrey. Wal-lington 6677/8.

Ington 6677/8.
645 ms. -M.G. A. 1956. 2-seater, white, red leather heater, screen washers, wire wheels, luggag carrier, PVC hood and tonneau cover, excellent condition; written guarantee; choice of 2; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowlann Smith, Hampstead (Tube), N.W.3. Hampstead 6041 (C401).

ROWLAND SMITH'S, the M.G. A buyers; highest cash prices.—Hampstead High St., N.W.3. Ham.

THE CHEQUERED FLAG, Ltd.,

ONDON'S Leading Sports Car Specialists.

CONDON'S Leading Sports Car Specialists.

£795 — M.G. A 1957, black, radio, heater, X tyres, Derrington mods., tonneau, mirrors.

£775 — M.G. A 1957, black eter, white, heater, X tyres, 1957 — M.G. A 1958, blue, wire wheels, radio, heater, x tyres, rack, spotlamp.

£715 — M.G. A 1956, blue, wire wheels, radio, heater, X tyres, tonneau.

£695 — M.G. A 1956, blue, wire wheels, radio, heater, rack, spotlamp, tonneau.

£695 — M.G. A 1956, white, one owner, 15.000 miles only unmarked.

£675 — M.G. A 1955, white, one owner, 15.000 miles only unmarked.

£675 — M.G. T 1950, 1955, black, X tyres, luggage rack, tonneau.

£615 — M.G. TP 1954, cream, tonneau, rack, spot. mirrors, rack tonneau.

£545 — M.G. TD 1951, recam, tonneau, rack, spot. mirrors; another, green, with extras.

— M.G. TD 1951, green, rack, spot, mirrors, one mirrors another, green, rack, spot, mirrors, and the spot, mirrors, make the spot, mirrors, and the spot, mirrors, mirrors, mirrors, lander bar, mirrors, mirrors, lander bar, mirrors, lander bar, la BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102 London Rd., Kingston. Tel. [0082/R]

Kin. 3548. [0082.R]
29\$uns.-M.G., 1949. 1½-litre saloon, ivory, sliding guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.-Rowland Smith, Hampstead (Tube). N.W.3. Hampstead 6041 mith, Hampstead (C4018.

£535 !!!—1955 model (Nov. '54) M.G. saloon, fitted one owner, taxed year. spot lamps, mileage 28,000, one owner, taxed year. maroon with maroon ubolstery, really immaculate car, terms.—Tel. Gatley 6895 or 16. Torkington Rd. Gatley, Cheshire.

M.G. Miscellaneous Cars Wanted

ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 1W4018/R H. RICHARDSON & SONS, Ltd.

ANY model, any year, any condition; cash on the spot, part exchanges; h.p. accounts settled.—Gold Star Garage, Moor Lane, Staines. Colnbrook 2258. [W415]

Lambs Of WOOD GREEN.—Immediate cash for good M.G.s.—421-3, High Rd., Finchley. Finchley 6222.

TOULMIN MOTORS.

M.G. specialists.

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middx Tel. Hou. 2238 and 3456.

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros, 4141.

MORGAN
TANKARD & SMITH, Ltd. (Tottenham) offer:-

1957 Morgan 4/4 sports 2-seater, British racing throughout; £565.—226-232, 246-248, High Rd., South Tottenham, N.15. Tottenham 0414-5-#

THE CHEQUERED FLAG, Ltd ONDON'S Leading Sports Car Specialists.

below. 295 gns.—Morgan 4/4, 1949, 4-seater, red, 295 leather, spotlight, demister, good tyres; v guarantee; terms, exchanges; list; open 9.7 wed and Saturdays.—Rowland Smith, Hampstead (N.W.3. Hampstead 6041).

N.W.5. Hampstead 6041.

SLOCOMBES, Ltd., offer: a very exceptional 36

Morgan Plus Four in red, this car is in most unusual condition and if you want a nice sports as
you must see this one, £515, part exchanges, cars and
motor cycles, h.p. terms.—36-52, Duilden Hil Lane,
N.W.10. Willesden 4868.—36-52, Duilden Hil Lane,

Morgan Cars Wanted

Pasil ROY, Ltd., require for cash or part exchange
any make.—161, Great Portland St... W.1.
Langham 7733. ROWLAND SMITH'S, the Morgan buyers his cash prices.—Hampstead High St., N.W.3.

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.I. Langham 7735, MORRIS MINI-MINOR

1959 (Oct.) Morris Mini-Minor de luxe, heater, red with black and grey interior. 300 miles, taxed. part exchange welcome: £595.—Brookside Motors, 102, High St., Uxbridge. Tel. 3180. [9837

CAR MART, Ltd.

OFFER with six months' guarantee.

£525 -Morris Minor Convertible, heater, 1000, re.
CAR MART, Ltd., 320, Euston Road, N.W.1. Euston
1212.
CAR MART, Ltd.

OFFER with six months' guarantee.

£535 - Morris Minor, 2-door, heater, 1000, reg. CAR MART, Ltd., 320 Euston Road, N.W.I. Euston CAR MART, Ltd.

OFFER with six months' guarantee.

£535 —Morris Minor Traveller, heater, overhead valve, 20,000, reg. 1956.

CAR MART, Ltd., 320. Euston Road, N.W.I. Eusten 1212.

H. A. SAUNDERS. Ltd.

1958 Morris Minor 2-door saloon, green, grey up-holstery, recorded mileage 11,635, heater;

1958 Morris Minor 4-door saloon, clarendon grey, red upholstery, recorded mileage 20,643. heater: £565. **H**. A. SAUNDERS, Ltd., 836-842. High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092 METROPOLIS GARAGES, Ltd.

1956 Morris Mino: black, heater, one of 23,000 miles; 4'775.—45, Earls Court Kensington, W.8. Wester 4544. PHILIP RICKARDS, Ltd., offer:-

1957 (March) Morris Minor 1000 2-door de luxe saloon, grey, radio, 14,000 miles, one owner: £545.-4, Brick St., Park Lane, W.1. Tel. Grosvend' 4772-3,4357. WARWICK WRIGHT, Ltd., offer:-

1958 Morris Minor 1000 Travellers car, blue, red upholstery, heater, 13,000 miles; £675; another in black, low mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 8099.

RASON & ARNOLD, Ltd., offer at:-

BASON & ARROLLO, Ltd., oner at:—

£315 — Morris Minor saloon 1950 series, in outstanding condition, works replacement engine, inted and recellulosed birch grey, heater, loose covers, etc.; terms; exchanges.

£330 — Morris Minor tourer 1951, in exceptional cover, hood cover, mats, as new coachwork virtually unblemished, engine excellent; terms; exclanges. Palace Gardens Terr., Notting Hill Gate. W.5. [3842] TANKARD & SMITH (CHELSEA), Ltd., offer:-

1954 Morris Minor 2-dr. de luxe saloon, black/red, one owner, 24,000 miles, heater, exceptional car; three months' written guarantee: £385—194,—198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801.

1956 convertible, recent recondition; £465. SMITH & HUNTER, 376, Kensington High St., W.14. (C4019)

WEYBRIDGE AUTOMOBILES, Ltd., offer:-1959 Morris 1000 tourer, grey, red interior and red 12,000 miles only, condition almost as new £50 member 12,000 miles only, condition almost as new £50 member 12,000 miles only condition almost as new £50 member 12,000 miles for the first only for the first o 195

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

DENHAM MOTORS (EAST MOLESEY), Ltd., offer: 1959 (registered) Morris Minor 1000, privately owned, very ow mileage, choice of colour. 1959 Morris Minor Traveller, taxed and registered, mished in pearl grey, as new, immediate

1937 finished in pearl grey, as new, immediate delivery.
1959 taxed and registered as new, immediate desired, marked and registered as new, immediate desired.
1956 (June) Morris Minor 2-door, 25,000 miles, one owner: E425.
1956 (June) Morris Minor 2-door, 25,000 miles, of don, N.W.1. Eus. 4466.
1950 Morris Minor tourer, green, replacement of don, N.W.1. Eus. 4466.
1950 Morris Minor tourer, green, replacement of the control of the control

U 4727.

1958 With red upholstery: £635.

1958 Worris Minor Traveller's car, finished in black to the first Minor 2-door salcon, finished in black with red upholstery: £536.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. [9744]

1974.
1955 Minor, saloon, heater, magnificent, guaranteed, £385.
1952 Minor convertible, immaculate, guaranteed, £260; payments.—Vaughan, 17, Astwood Mem, 8:W. Fro. 1319.
1956 Minor, undersealed, 4-door, heater, once payment; £465.—Eal. 0552.
1958 Minor 1000 4-door de-luxe; £585.—Isleworth 1958 Minor 1000 4-door de-luxe; £585 Minor

XXX 1955 Mcrris Minor 4-door saloon, heater, carefully maintained by one owner; £425.
XXX 1953 Morris Minor convertible, green, green interior, heater, passlight, good hood, regularly maintained; £365.

written guarantees, terms, exchanges.—H. F. Edwards, 28/34, Upper High St., Epsom. Tel. [C2001]

1955 Morris Minor saloon, heater, very good con-1955 dition; £435.—Esher 2255. Morris Minor 2-1955 series (registered Dec. '54) Morris Minor 2-1950 Morris Minor saloon, engine overhauled, in 1950 excellent condition; £275.—Arnott's Garages, 1da. Grange Rd., Willesden Green, N.W.10. Willes-den 0161.

1952 Minor saloon, heater, covers, excellent condition; £330.—Luton 51645. (Private).

575gns.—Morris Minor. 1959, 1000 salcon. one one one of the control of the contro

1958 (June) Morris Minor 1000 convertible, grey, 1958 fitted heater, one owner, guaranteed 15.000 libes, as new, £875.
1957 Morris Minor 1000 2-door de luxe saloon. Black red leather, one owner, specimen; £815.—Glüsons Sports Cars. Lyndhurst Ra., Christ-durch, Hants. Tel, Highelffe 2275.

durch, Hants. Tel. Higheliffe 2275. | CZ1109 |
ATEST model Minor 1000 Traveller de luxe, factory mileage.—Autowork, Ltd., Southgate St., Winderster Tel. 4965. |
1957 (Nov.) Minor 1001 de luxe convertible, colour 1957 (Nov.) Minor 1001 de luxe convertible, colour 1835.—John Gray, 20, Hernitage Lane, N.W. 2, (C2026 1955 Morris Minor, 2-door, heater, beige red; 2425. |
1958 —Grosvenor Car Sales, Guildford. | Worples-Gon 2787. |

6m 2747. Grosvenor car caree, sacree, sacree,

1956 Minor Traveller de luxe, black, red interior, heater, u/seal, 20,000 miles; £515.—Albany, (9457 1955 (Dec.) Morris Minor 2-door saloon de luxe, grey, licensed December; £465.—F. L. Cranmore, Potters Bar 2040.

1959 Morris Minor 4-door saloon, moderate mile-age; £565.—Bucks Motor Co., Ltd., Ayles-

1935 age: £565.—Bucks autor co. [9905]
1958 Morris Minor 4-door saloon. black, in very broad condition; £560.—Rey's Motors, Ltd., 78-5, Albany St., N.W.1. Euston 6994. [C4117]
1958 Morris Minor 2-door de luxe, light green, 1958 green upholstery, excellent condition, 14,000 miles; £580.—Byeways, S. Ascot. Ascot 1324. [9768]
1952 Morris Minor saloon, exceptional condition, on owner, heater, many extras; £365.—Banas, 315, Finchley Rd., N.W.3. Hampstead (2221, 1248)

1958 Morris Minor 1000 convertible, grey, taxed, excellent condition: £510.—French & Foxellent & Foxel

MORRIS MINOR

1957 convertible de luse, heater, etc.; cream, one owner, 4 months' B.M.C. warranty; £560.—Woodcote Motor Co., Ltd. (Morris Distributors) (Morris Distributors) (Morris Distributors) (November) Morris Minor 1000 4-door de luxe salvan, superb condition; £560.—Phoenix Motors, Ltd. (Notord Rd., Gerrards Cross. Denham 2716/2545, Morris Minor saloon de luxe, low mileage, Palmer 3, S. Russell Garden Mens, Kensington, Warshamer Co. (C3054)

1958 Morris Minor saloon de luxe, low mileages—Palmer's, S. Russell Garden Mews, Kensington, W.14. Park 3704.

1955 Minor Travellers car de luxe, reconcustors of the luxe reconcustors. A constitution of the luxe reconcustors. The luxe reconcustors of the luxe reconcustors. The luxe reconcustors of the luxe reconcustors. Lid. Oxford Rd. Gertards Cross. Denham 2716,2545.

1957 Morris Minor 1000 Traveller's car. dark green throughout care the luxe reconcustors. Lid. Oxford Rd. Gertards Motors. Lid. Andiew, etc.—Tel. Mr. Rebdition. Wesser Motors. Lid. Andiew. B. M. C. Luxen 1952. Care and London Motors. 205. Fulham Palace Rd. W.6. Fulham 0666.

1018 Motors. Lid. Andiew. B. M. C. Luxen 1952. Care and London Motors. 205. Fulham Palace Rd. W.6. Fulham 0666.

1018 Motors. Minor December of Motors. Minor 1000 4-door Care and London Motors. S. W. 18. Vandyke 6188. Fulham 0666. Excellent Carege. Southfields. S. W. 18. Vandyke 6188. Fulham 0666. Excellent Carege. Southfields. S. W. 18. Vandyke 6188. Fulham 0666. Excellent Carege. Southfields. S. W. 18. Vandyke 6188. Fulham 1000 4-door Saloon. Miles. Reaker, taxed. Immaculate condition, 2575-Barwoods Garage, Pulborough. Tel. Fulborough 2021. Full 1958 saloon. Average milease 12.000. Irom £540-Extended Carege. Motoris Minor 2-door and 4-door excellent S. K. Handeste Engineering. Co., Ltd., 2847. 1954 with matching interior, heater, one owner, supplied new by ourselves, wonderful opportunity. £415.—Coles Garages. Ltd., 42 Worple Rd., S. W. 19. Withington 24000 de luxe saloon, green interior, heater, one owner, heater, screen washers, wheel trims, overriders, taxed, in very nice condition, interior and exterior, must not be confused with ordinary second-hand Minors: £495. McKIRNON MOTORS. Ltd... L'Lampham Mouse, 3. M

Merris Miner Cars Wanted

RS
RWILAND SMITH'S, the Minor buyers: highest cash prices.—Hampstead High St., N.W. 5. Ham. (W4018.**) 6041. ORRIS Minor Traveller, nearly new required.

MORRIS Minor Traveller, nearly new required.

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HENLYS offer with 4 months' guarantee:—

1956 Morris Cowley, heater, grey with red in-HENLYS, Ltd., Parkway, Regent's Park, N.W.1. Guilliver 5721, 19850 1958 (Junet) black saloon, heater, 22,000; £680.— 1958 (Junet) black saloon, heater, 22,000; £680.—

1956 Morris Cowley, heater, screen washers, taxed year, one owner; £485.—Hendon 9111.

1957 Morris Cowley 1500 saloon, one owner, low mileage, heater, screenwash; £625.—C. W. J. Coles, Ltd., adjoining South Croydon Station. Tel. Croydon 0074.
395 ms.—Morris Cowley, late 1955, heater, wing Sturdays,—Rowland Smith. Hampstead terms, exchanges; list; open 9-7 week-days and Saturdays,—Rowland Smith. Hampstead (Cube), N.W.3. Hampstead 6041.

SCOTT CARS.

1959 Morris Oxford Travellers car, heater, one owner, absolutely as new; £925. SCOTT CARS, 341-347. Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676 7779. [C4016]

A1 at Brown's 1958 Morris Oxford, fitted with heater, black, one owner, low mileage; £765.
W. J. BROWN, Ltd., 359, Finchley Rd., N.W.S. (C1025)

PHILIP RICKARDS, Ltd., offer:-1955 Morris Oxford saloon, green, radio, heater, 28,000 miles, one owner; £485, -4. Brick St., Park Lane, W. I. Tel. Grossvenof 4772-5 4357, [C3051] WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, Lid., oner.—

1955 Morris Oxford Phase II saloon, green, heater. E555.

WARWICK WRIGHT, Ltd., 595, Edgware Rd., N.W.2. Gladstone 0041.

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THREE months' guarantee; terms; list on application.—Swiss Cottage, Pinchley Rd., N.W.3. [C1051]

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SMITH & HUNTER, 376, Kensington High St., W.14. (C.,019 WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1956 Morris Oxford saloon, dark green, grey in-terior, htted heater, immaculate condition; E995. AUTOMOBILES, Ltd., 30. Queens Rd., Weybridge, Surrey, Weybridge 2233. [C4094] TANEARD & SMITH Ltd. (Tottenham) offer:—

1959 Morris Oxford series IV, saloon de luxe, sage green and twilight grey, green leather, heater, 6.000 miles, as new; £785.—226-232, 246-248, Frigh Rd., South Tottenham, N.15. Tottenham 0414-5-6. [9336]

MORRIS OXFORD

1956 Morris Oxford Series II saloon, one owner, Ersbert Mills & TURPIN, Ltd., 75, Great Portland St., London, W.I. Langham 3506-7, [Ca036 Morris Oxford Traveller, immaculate, green, 1956 heater, etc.; offers—Ilford 6231. [9568 Oxford, black, one owner, low mileage, guaranteed; £775,—Clerkenwell 4425, Syd. 4648, 1968

19868
Oxford Travellers, choice of 7, 1958-7-6.—Fedgree
Estates, 340, Euston Rd., N.W.I. Euston 7889.
[C3093 1959 Morris Oxford Mark V Farina saloon, black, fitted with gradio, one owner, 5,000 miles;

801. 2795.—Dobsons. Ltd., Morris Agents, Staines (C1074 1959 Farina Star Morris Oxford, moderate mile-Ltd., Aylesbury 2264. 1950 (December '49) Morris Oxford, three months' 1950 (December '49) Morris Oxford, three months' Filton Generalites, good condition; £290.—Filton 2428. 1954 (December '49) Morris Oxford, three months' Filton Generalites, good condition; £290.—Filton 2428. 1954 (December '49) Morris Oxford Travellers car, one owner, which was the condition; £298.—London Cars, 593-8, Greenford Rd., Greenford, Middx. Waxlow 4407. TRAVELLER 1956 Morris Oxford, grey 31.60 (C2057 Theater, icremclean and log lamp, extremely milester, screenclean and log lamp, extremely miles, 592. The Condition of the condition

AZ MOTORS offer 1954 Oxford saloon, grey, recent 2595: Also 1950 Norris 6 saloon, gift, 2250:—Balmerston Rd. N.W.6 Mai 4723.

1957 Morris Oxford automatic, outstanding conserved to the conserved Motor Service Station, Houghton Regis, Bedford, Tel. Dunstable 1995.

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[G3056] model Morris Oxford saloon, grey with red only; £630. Philip H. Johnson, Ltd., Opposite G.P.O., Kine's Lynn, Tel. 2424. [8697]

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Palmers Green, Pal. 1025.

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[C30,6]
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used; written guarantee; choice of 3; terms, exchanges;
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1. D. Briss, beige, heater, extras, one owner [C3056]
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SCOTT CARS 1958 Plymouth Belvedere pillarless 4-door saloon, right-hand drive, power brakes, radio. heater. SCOTT CARS, 341-347. Finchley Rd., Hampstead, London, N.W.3 Hampstead 8676/7779. [C4016 Plymouth Cars Wanted
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\$\frac{45}{25}\$ = 1956 Dauphine, one owner, fitted radio, etc.—Offord, 67, George St., W.1. Welbeck [C3115]

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1954 Riley Pathfinder, excellent condition through-500T CARS, 341-347, Finchley Rd., Hampstead, London N.W 3. Hampstead 8676 7779. (C4016) H. A. SAUNDERS, Ltd.

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1950 (November) Riley 1½-litre, green, good con-Rd. Wheatley, Oxoo.

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W.1. Welbeck 6899.

£756 Riley Pathfinder 20,000 miles, grey with
year: £650.—Kerridge, Alton 2192.

£757 Riley 1.5 saloon, blue, alloy cross-flow head.
101 bar, a unique imanifold, power brakes, antimoli bar, a unique imanifold, power brakes, antiMICHAEL CHRISTIE MOTORS Bicester Rd.
Aylesbury, Bucks. Tel. 4727.

£750 Riley 2½-jitre Roadster, ivory, nice condition
throughout; £325.—John Campbell Motors,
Ltd Tudor 144.

1950 throughout, [Cl036] Ltd Tudor :144. [Cl036] Riley 468, 5.000 miles only, damask red, 1959 Riley 468, 5.000 miles only, damask red, Circus Garage (Brighton), Ltd. Tel. Brighton 28501-2-5, [Cl147] Cl147 1955 Riley Pathfinder, black, green upholic very good condition; £595.—Leonard Charge, Ltd., 88, Prior, St., Tonbridge, Tel. 2449

cliffe 2275.

ALLOW the official Rilev dealers for the larger part A of Warwickshire to know of your requirements; new or low-mileage models in stock—Write Coventry Motor Marts. Ltd., London Rd., or Tel. 22146, 10446/R

RILEV Pathfinder, March. 1956, black, radio, heater, one owner, 26,000 miles; £685.—Carris Motors, Ltd., 104-6. Bromley Rd., Catford, S.E.6. Tel Hither Green 3451.

Green 3451. [C1194]
21-litre Riley saloon, unique examole, works modified
25 '53 spacification, first reg. 1955, engineer maintained, immaculate throughout, Mich X all round,
19769
19769

27 '53 SDECHERSON IN INC. A BL 19769
Tel. Iver 250.
1958 drive, radio, 11,000 miles cally: indistinguishable from new: £1,055.—CNK Motors, 555. Flinchley Rd., N.W.3. Tel. Hampstead 5712.
1954 Riley 15-11tre saloon, black, green leather, heater, etc., a well-maintained car, in really lovely condition; £585.—Whiteley & Creasy, Ltd., Werrington, Peterborough. Tel. Werrington 555.
179206

725 gns.—Riley September 1958 One Point Five.
Vukon grev. heater, screen washers, radiator
blind. Ace Rimbellishers, one owner small mileage;
written guarantee; terms, exchanges.—Rowland SmithRelow

Below.—Riley Pathfinder, September 1955, grey, 54 Sgns.—Riley Pathfinder, September 1955, grey, covers, excellent condition; written guarantee; terms, exchanges, ist; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

RILEY Roadster 214, 1950, 39,000-odd miles, 25mps cruising cil 1 pint per 1,000 miles, a sound and elevant thoroughbred; £395; would accept small saloon suitable learner wife, part exchange.—Write Eversheds, Carron Lane, Midhurst. [976]

Carron Lane, Midnurst.

1959 Riley 1.5 black saloon, red and beige interfor undersealed, wing mirrors, radio, taxed year, 8,000 miles, cost £890; better than new, owner emigrating; 6825.—Dr. Bailey, 135, Aston Clinton Rd., Aylesbury, Bucks. Tel. Aston Clinton 269.

Riley Cars Wanted

ROWLAND SMITH'S the Riley buvers: highest cash prices.—Hampstead High St., N.W.3. Ham. [W4018/R 6041. [W4018/W]

PATHFINDER saloon required, new condition, Greengrast-CLASS 14-httre Riley 1954/5 for cash, dealer/
private.—19 Christia: Fields, S.W.16. [9777]

URGENTLY required, 1947-59 Riley 1½-litre saloons. —Gibsons Sports Cars. Lyndhurst Rd., Christ-church Hants. Tel Higheliffe 2275 (W2109 Riley Byares and Service Riley distributors for forty years, specialists in Riley overhauls, comprehensive stock of spares,—Moss's Agencies. Ltd., High St., Leamington Spa. Tel., 7067,

J. JAMES (LONDON), Ltd., earry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—532, Finchley Rd., Golders Green, N.W.11. Speedweil 5762. 10092/R

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

ARGEST official retailers in the world: please write for stock list.

Jack Barclay, Ltd., Berkeley Sq., Mayfair 7444.

(Copen until 7 p.m.)

(C1082/B TACK BOND (VINTAGE AUTOS).

£365 -20/25 '53 close coupled sports saloon, two commers, excellent condition. £350 -slore, excellent condition. £350 -slore, two owners, just receilulosed. ALWAYS a selection of pre-war and post-war Rolls ALL cars serviced by our own Rolls-trained engineers. VINTAGE AUTOS. 105, Queensway. W.2. Tel. Bayswater \$5929/6350.

PB. Ltd., offer:-1935 20/25 Hooper sports saloon

1933 20/25 Park Ward owner-driver saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Kensington 9477. [C3035]

OFFICIALLY appointed Rolls-Royce retailers offer from their large stock of used Rolls-Royce cars:—1958 Silver Cloud saloon with power assisted steerners, shell stee and steel blue; £5,550.
Silver Cloud saloon with power-assisted steernig, shell steer and with beinge hide; £4,950.
Silver Cloud saloon with beinge hide; £4,950.
Silver Dawn saloon with automatic gears; black with being hide; £2,850.
Berkeley St., London, W.1. Tel. Mayfar 9060.
CA135

MANN EGERTON

1953 Rolls-Royce Silver Wraith James Young tour-niles; £3,600.—14, Berkeley St., W.I. Hyde Park 2073.

KESTREL GARAGE.

1954 Rolls-Royce with Freestone & Webb coach-MARINE Rd., Eastbourne 6636.

TACK SMITH offers:-

1950 (Nov.) Rolls-Royce Silver Wraith sports green, full maker's history, magnificent condition throughout: £1,975.—23. Bruton Place. Berkeley Sq., London, W.I. Maylair 0661.

HAROLD SMITH, Ltd.

1934 Rolls-Royce 25hp James Young Sportsman for many years; £475; 129-131, Park Rd N.W.8. Tel. Paddington 4295. [C4156

FORUM GARAGES offer: -

OLLS-ROYCE 1950 (Aug.) Silver Wraith, owner/
Adviver sports saloon by Park Ward, black and
Sahara blue, 76.000 miles, interior and exterior literaily in new condition, very nice mechanical order with
excellent history: £1,575.—Drayton Gardens
Kensington, S.W.10. Ken. 4821.

R. HARDY & SON offer:-

Rolls-Royce Wraith 4-door 4-light sports grey, recent overhaul, history available, whole car in excellent condition; 21,150.—52-55, Marylebone High St., Wil. Hunter 0942.

PORTSEA MOTORS, Ltd., offer:-

1955 Rolls-Royce Silver Dawn, automatic, 27,000 miles only, pearl grey and silver grey, brand new condition, unmarked; 25,259,—136-142, Finchley Rd., N.W.3. (Opposite Finchley Road Tube Station.) (CS111 (CS111)

1940 James Young Wraith, grey and black, grey and plack immaculate, plus a large selection of Rolls-Royce cars, all overhauled and guaranteed.
237, Kensal Rd., W.10. Ladbroke 1251-2.

AMES TAYLOR AUTOMOBILES offer:-

1950 Rolls Wraith owner-driver 4-door sun saloon by Park Ward, 47.000 miles only, in black's light tan hide interior, extras, just as new; E.1.775.

1940 Rolls Wraith owner-driver 4-door sun saloon with the control of the control o peach hide interior, one usual, E1.775.
E1.775.
JAMES TAYLOR AUTOMOBILES. Bentley House, Fin-James Taylor Sussex. Findon, Sussex, 3022.
don Rd., Worthing, Sussex. Findon, Sussex, C4027

NEWBURY MOTORS (WORCESTER), Ltd.

OFFICIAL retailers and repairers of Rolls-Royce and Bentley cars.—Foregate 6t., Worcester, Tel. 22561. Also at Halesowen, Birmingham. Tel. Halesowen 1641. (C3146

WEYBRIDGE AUTOMOBILES, Ltd., offer:-

1954 (June) Rolls-Royce Silver Dawn saloon, index (redressed 38,650 miles, history, in splendid conditions) and the saloon with the saloon wit

1956 Rolls-Royce Silver Cloud, finished in sand and sable with beige leather, 17,000 miles only;

1950 sable with beige leather, 17,000 miles only, 1950 sable with beige leather, 17,000 miles of 1951 black and shell grey with red leather, 18,000 miles, 24,295. Rolls-Royce Silver Cloud, finished in black with red interior, 29,000 miles; 25,955. Rolls-Royce Silver Dawn, finished in black over shell gree with grey leather; 25,150. Rolls-Royce Silver Wrath four-ring linnousine leather, may be a shell gree with grey leather; 25,150. Rolls-Royce Silver Wrath four-ring linnousine leather, may be a shell green with grey leather; 25,150. Royce shell green g

HEAD Office, 6, Ryder St., St. James's, London, S.W.1. Service and works, Mortlake, S.W.14. Tel. Whitehall 7181-2. (9903)

whitehall 7181-2. (9903 1956 g.4,000.—Farnham Motor Co., Ltd., Downing St., Farnham, Surrey Tel. 4873-4. (22110 1936 Rolls-Royce 20.25hp 7-passenger immousine, Privately used, in really nice condition; 2850.—Bray Motors, 180-184, West End Lane. N W 6 Hampstead 6490.

through. Osmaston [9564] I condi-on fan; Hampton [9505]

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£420 est-class , 11,000 uphines.

gh Rd., [C1119 ith blue rst-class th full-radio, nd Way 6 6044. [9702

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HENLYS

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

HEARSES. We are building deck and beavers on the 25.50 hb. Chassis. Inspection invited.

A Station Approach, Kew Gardens. Richmond 1161.

1934 black: £352.

1935 Rolls-Royce 20/25, close coupled with division, black: £455.

1935 both ex chauffeur-driven hire fleet.

CORDON LOVETT, Ltd., 45. The Mail. W.5. Eal.

1954 RABAD, Ltd., officially appointed retailers and repairers, offer:—
1954 Tudor grey, red leather, 39,000 miles only, one owner, immaculate car; £3.50 hb. No. 1944 Rolls-Royce Silver Dawn standard saloon, one owner, immaculate car; £3.50 hb. No. 1944 Rolls-Royce Silver Wraiter, occasional seats, leather throughout, just fitted recond, full-flow engine, really beautiful car; £1.795.

ROLLS-ROYCE Division, Meadway, Market St., Royce and Bentley retailers and repairers, offer:—
1957 Royce and Bentley retailers and repairers, offer:—
1958 Royce and Bentley retailers and repairers, offer:—
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1958 Royce and Bentley retailers and repairers, offer:—
1959 Royce and Ben ROLLS-ROYCE are building deck and bearers on

1934 20/25, two owners and only 60,000 miles

Fremantle 8832. [945]

-Fremantic 8832.
1933 Rolls-Royce 20/25 salcon, grey, carefully maintained, receipts, history; £385.—Pagham 1972.
22hp Barker limousine, occasional seats. 1928 22hp Barker limousine, occasional staxed; £125.—61, St. Johns Rd., Seven

Kent. Sevenoaks 4233.

CASS'S MOTOR MART offer the following guaranteed Rolls-Royce cars, serviced and conditioned. 1951 Silver Wraith Hooper saloon, sliding root black, full-flow engine, genuine 57,000 mile

ne cwner. 230 Barker Sedanca with projecting boot.

1938 black, genuine 36,000 miles, two owners.

1936 25/30 H. J. Mulliner 4-light saloom with projecting boot, black, engine just overhead projecting boot, black, engine just overhead projecting boot, black, engine just overhead projecting boot, black, exchanges and terms arranged.—5, warren St., W.I. Euton 4110, 3523.

[Cload Section 2016 of the control of

arranged — 5, Warren St., W.1. Euston 4110, 3523.

1938 Rolls 25:30 owner-driver saloon by Gride Ward; attractive car tested and passed by Rolls engineer; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704, [73034 £345 — 1933 Rolls-Royce 20:25 Hooper sports saloon, excellent condition; terms, exchanges.—D. Margulies, Ltd., Shaftesbury Mews, Stratford Rd. W.8. Western 5962.

4475 — Rolls-Royce 20:25 Sedanca by Michield Garden, Control of the Control of th

A LTD., August 1948. Silver Wraith Hooper moderate mileage, beautiful condition. 21,495. November 1937. Phantom III Barker Touring Limousine, extensive re-conditioning, superb condition. 26,45. November 25,400 and 25,400

2941. (Clook Bournemouth. Tel. 2205. Common to the first burner of the first burner of

CLLS-ROYCE, beautifully restored 1934 small 25hp Gurney-Nutting, owner-driver, sports saloon with boot patet to be compared to the compared to

CASS'S MOTOR MART require good Rolls-Royce.— 5, Warren St., W.1. Eus. 4110/3523. [W1040 DUNCAN HAMILTON & Co. urgently require Rolls-Royces.—33, High Rd., Byfleet 3101. [W1091 GEORGE NEWMAN & Co. purchase for cash postwar Rolls-Royce cars.—369, Euston Rd., London. N.W.1. Eus. 4466 (12 lines). N.W.1. Eus. 4466 (12 lines).

H. F. EDWARDS want and buy good Rolls-Royce.—
E. Epsom, Surrey. Tel. Epsom
(W2003 ROLLS 40/50, any model, reasonable for cash.— Taddenden, 22, Hayfield Rd., St. Mary Cray, Kent. Wiles ROLLS-ROYCE wanted by enthusiast, pre-1938, Vin-Lage acceptable, any distance.—154. Lancing Rd., Orpington Tel. 22435. Rolis-Royce Cars Wanted
H. R. OWEN. Ltd., urgently require low mileage
W.I. Mayfair 9060.
W.I. Mayfair 9060.
W.I. Mayfair 9060.
W.I. Royce cars.—237. Kensal Rd., London, W.Io.
Ladbroke 1231-2. THS, the Rolls-Royce busen in W.Io.
Ladbroke 1231-2. The W.Io.
Ladbroke 1231

Rolls-Royce Spares and Service

ACK BARCLAY (SERVICE), Ltd. See page 161.

[S1062/R J. COMPTON (ESTABLISHED 1921), Ltd.

THE Rolls-Royce specialists.

WE hold the largest stock of pre-war Rolls-Royce spares in the U.K.; repairs and service by Rolls-Royce trained staff.—65, Westow St., Crystal Palace, S.E.B. Livingstone 3562-5. (0064/R.) CHARLES FOLLETT, Ltd., omcially appointed re-pairers—spare parts, etc.

BARNSDALE Yard, off Elgin Ave., W.9. Cunning-log14/R ham 5936-7-8
JACK COMPTON, Ltd., the Rolls-Royce specia
all spares for pre-war Rolls-Royce.—80, High
West Norwood, London S.E.27. Gipsy Hill 3265/

Rower 10, 12, 14, 16, 26 Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash
Prices.—Hampstead High St., N.W.5. Ham, 6041.
[W40167, R.

ROVER 60

ENLYS, Ltd. We have all models of Rover; for addresses of showrooms see our advertisement under Rover [0647/R 1958 Rover 60, green grey, unquestionably like Rover 81,070.

SMITH & HUNTER, 376, Kensington High St., W.14.
Western 2812. 1958 (April) Rover 60 saloon, duo grey/black with M. J. HUGHES Ltd., The Highway. Beaconsfield 644.

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages 144 - 158

and Page

1954 Rover 60 saloon, in quite superb order, reason owner only; £690 —Jennings, Richmond 3586, [C3103 1957] (June) Rover 60, radio, heater, one owner, olive the companion of th £540 !!!-1954 (Oct.) Rover 60 saloon in black, late car, terms.—Tel. Gatley 6893 or 16, Torkington Rd., Gatley. Cheshire. [954] 1958 Rover 60, radio and heater, low mileas director's car; black.—John Campb. Motors, Ltd., 415, Holloway Rd., N.7. North 444

H. F. EDWARDS want and buy good Rover 60.—28-SAII 34. Upper High St., Epsom, Surrey. Tel. Epsom (W2003 ROWLAND SMITH'S, the Rover 60 buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. 6041.

ROVER 75

HENLYS, Ltd.

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover [0648/R 1950 Rover 75 saloon; £435.

MONTROE MOTORS (N. H. BOSWELL), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. H. BEART & Co., Ltd., offer:-

1953 Rover 75 saloon, off white with red leather, -102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. GUY SALMON AUTOMOBILES offer:-

1957 Rover 75 saloon, beige/red interior, 4,000 Ditton, Emberbrook 5551-2-3, FNGINES RECONDITIONED, Ltd., offer:—

1955 Rover 75 saloon: £775.—333, Pinner Rd., WEYBRIDGE AUTOMOBILES, Ltd., offer:—

1956 Series (November '55) Rover 75 saloon, modi-interior, heater and radio ore owner, 25,000 miles, ex-cellent throughout; £885. WEYBRIDGE AUTOMOBILES, Ltd., 50, Queens Rd., Weybridge, Surrey Weybridge 2233, Extn. GEORGE NEWMAN & Co. (BRIGHTON), Ltd.

1953 Rover 75 saloon, in really exceptional condi-blue interior: £595. JUBILEE St., North Rd., Brighton 24247-8.

HENLYS offer with 4 months' guarantee:

1954 series Rover 75, black with red interior; £715. HENLYS, Ltd., 958-964, High Rd., North Fincher, N.12. Hillside 6666.

1956 (March) Rover 75 saloon, 15,000 miles oils, One -wner, black £875.

JACK ALPE, 50, Marylebone High St., W.I. Welbeck 1124.

1124.
1949 Rover 75 saloon, black, grey interior 253.
1949 Rover 75 in off-white with red interior, 253.
1953 Rover 75 in off-white with red interior, 2545.—Kerridge.
(C318 (C318)

1948 Rover 75, black, heater, a nicely kept, ham (Surrey) 6234.

nam (surrey) 6254. [C215]
1955 (Feb.) 75. one owner, low mileage, sunshine
Holland Park Ave. London, W.I.I. Park 3445. [C108]
1953 Rover 75 saloon, off-white red leather, maintained by us since 1954; £565.—Black Horse
Garage, Richmond 641.

Target, Richmond 6441.

1955 (March) Rover 75 saloon, green leather, H.M. V. radio, moderate mileage with one owner, supplied by us, 5 good tyres, in wonderful condition in every respect, taxed for vear; £800.

MICHAEL CHRISTIE MOTORS, Bicester Rd. Ayleabury, Bucks. Tel. 470.

MOTORS, Bicester Rd. Ayleabury, Bucks. Tel. 470.

MOTORS, Gler 1953 75 saloon, recent overhaul, box, one owner, radio: £510!—Palmerston Road, N.W. & Mai 4723.

Rover 75 Wanted

F. EDWARDS want and buy good Rover
28-34, Upper High St., Epsom, Surrey. Tc. ROWLAND SMITH'S, the Rover 75 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham

ROVER 90

HENLYS, LIG

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover miscellaneous. [0470.R KESTREL GARAGE.

1955 Rover 90, overdrive, 14,000 miles only, one MARINE Rd., Eastbourne 6636.

H. A. SAUNDERS, Ltd.

1956 Rover 90 de luxe saloon, green, green upradio, heater; £895.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North
Finchley, N.12. Hillside 5272 (8 lines). [C4092 K NIGHTSBBRIDGE offer:-

1955 Rover 90, grey, red leather, 29,000 miles, Roberts Mews, Lowndes Place, S.W.1. Sloane (C2036

KJ MOTORS, Ltd., offer:-

1958 Rover So in ivory with blue leather uphologolams and badge bar, a one owner car in immacliate condition; £1,25 Widmore Rd., Browley. Kent. Ravensbourne 3456.

H. BEART & Co., Ltd., offer;—

1957 Rower 90 saloon black with red leather, one careful owner: £998, and the constraint of the constraint of the constraint of the constraint owner. £995, -102, London Rd, and High St., Kingston-darhames. Kingston 3da, and High St., Kingston-darhames.

CANONS CORNER GARAGE offer:-

13000 miles only.—1959 Series Rover 90, fitted loose covers, floor mats, fl. v. radio, heater, tartan loose covers, floor mats, flished if green, green hide upholstery, but for registration plates indistinguishable 25000 miles only.—1956 Rover 90, radio, heater, ed upholstery, unmarked, one fastidious owner; 2846.—Stonegrove, Edgware. Tel Stonegrove 9600. Open

HENLYS offer with 4 months' guarantee:-

1958 Rover 90, cream with red interior; £1.095. HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0981/9782.

1956 (May) Rover 90 saloon, 1 careful owner, 35.625 miles; £865, GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Eus., 4466, [C3025]

1954 (Apr.) Rover 90 saloon, specimen condition; 66°5 MASH OF CHORLEY, Ltd., Pall Mall, Tel. 4347. Chorley, Lancs.

Chorley, Lancs. 1983

1954 Rover 90 saloon, green, radio, fog lamp, one owner, well maintained; £710.

1954 Rover 90 saloon, black, grey leather, regarders, for the first saloon, black, grey leather, regarders, Garages, Ltd. Rejgate 2265.

1955 Rover 90, one owner, duo-grey with red in the first own for the first page. Wilnbovers, Ltd., The Hyde, Hendon. Collindale (Calladal 4031.

1956 Rover 90. overdrive, bucket seats, black.

BRITISH & COLONIAL MOTORS, Ltd., 77, St.,
Martin's Lane, W.C.2. Temple Bar 3588. [C1027] 1956 Rover 90, superb condition; £935.—Robbins, [C3010]
1956 Rover 90, black, 25,000 miles: £940.—Islement S252.

1957 HENLYS

1957 Robbins.

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F: £715. inchley, 9858 es only,

Welbeck Clios (C1103 : £295: [9451 interior, erridge. [C3118

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

PORTSEA MOTORS, Ltd., the Rover specialists, 1956 tion, one owner: £955.—136-142, Pinchley Rod, N.W.5. (opposite Finchley Road Tube Station) immosted 960.

jamostead 9051.

1956 (March) Rover 90, blue with blue and white upholstery, absolutely unmarked; £945.

1957 (Aug) Rover 90, dark grey with grey upholstery, fitted H.M.V. radio and twin Lucas fitting lamps, one owner; £1,025.

M. J. HUGHES Ltd., The Highway. Beaconsfield 644. 1955 Rover 90 saloon, suede green, 41,000 miles, one owner, very well maintained through-

1753 one owner, very weil maintained statement ent £765.

TORN 8. TRUSCOTT. Ltd., 173, Westbourne Grove, Unit. Bayawater 427
1959 Rover 90, radio, heater, overdrive, 9,000 miles, one bute; £1,295.—A. Owen (Hendon), Ltd., the Hyde. Hendon, N. W. 9. Colindaie 3185.

1956 Rover 90 saloon, 23,000 miles, black, excellent condition throughout; £925.—Blue Star Garages, Watford Rd., Wembley, Arn. 7740. [951] Carages, Wattord Rd., Weinbiey, Arh. 7740. [951]
1957 (Oct. 758 Rover 90 saloon, 14.000, quite a
froms Rd., Winchester. Tel. 5555, Mr. Ryan, [C4087]
1956 Rover 90 saloon, duo tone grey, 32.000 miles,
maintained by us; £895.—Black Horse Garage.
Richmond 641.

Richmond 6441. [C1116]
1956 Rover 90, immacula'e condition: £995.—
Mansfield Autos, Ltd., High Rd., Broxbourne,
Herts. Tel. Hoddesdon 4567 [C3001]

latts. Tel. Hoddesdom 4557 [C300]

1956 Rover 90 green green upholstery overdrive, psilo—Kertdeg. Tel. Alton 2192. [C3118]

1954 Rover 90 saloon de luxe, suede green green green de radio, heater, in nice order, taxed and maranteed: £635. Alton 2192. [C3118]

1554 Rover 90 saloon de luxe, suede green green green de radio, heater, in nice order, taxed and maranteed: £635. [C3107]

1565 Altonomy Charles and Callon (C3107)

1576 Altonomy Charles (C3107)

1576 Altonomy Charles (C3107)

1576 Altonomy Charles (C3107)

1577 Alton

1958 Rover 90 saloon, twin tone being with maroon upholstery, radio, recorded mileage 21,000:

1950 upholstery, radio, revoluce the red upholstery, files; also 1955 first reg. November 1954; £795.
C. G. NORMAN (WESTMINSTER), Ltd., 31, Vauxhall Bridge Rd. S.W.1. Vic. 2211. [9500]
1955 cellent condition throughout: £775.—Cavendah Motors, Cavendah Rd., N.W.6. Willesden OMd.

1955 owner 90, Dove grey, red upholstery, owner excellent condition; £775.—Gavin Pairfax, Ltd., Virginia Water. Tel. Wentworth 3154, 2000 owners, superb condition; £695.—Yas Swith Bros. Ltd., 215, Haverstock Hill, N.W. S. Swith Mill.

1958 series Rover 90, black, red trim, one owner, marked; £1,195.—Harvey Hudson, Ltd., London, Ltd., (C2039)

El8. Wanstead 6644.

1956 Rover 90 saloon, radio, heater, black, with life of two; £825.—A. Owen illendon), Ltd., The Hyde, Hendon, N.W.9. Colindate (23096) 1957 Rover 90, radio, heater, cigar lighter, blue (Rendon), Ltd., The Hyde, Hendon, N.W.9. Colindale (C3096)

55. Rover 90, black, red hide, 19.000 miles, in new condition throughout: £875.—Hewitts rage, Ltd., High St., Ambiecote, Stowbridge Tel. moridge 5138.

1956 Rover 90 saloon, black, overdrive, radio, chauffeur driven and maintained; £895.—George Kidd Motors. Beauchamp Rd., Leamington Spa. [8912]

HATTON, Birmingham, for Rovers; largest stock of Hall used Rovers in the Midlands; also orders taken fe new 30, 100 and 3-litre; exchanges, terms.—Hatton Motors, Ltd., Rover Deslers, 71, Broad St., Birming-lam, Midland 2437.

hm. Midland 2437. [C2097]

Rever 99 Wanted

ROVER 90 saloon required, consider 105 Greenways.
—81. Alresford Rd., Winchester.

XXX H. F. Edwards are excellent cash buyers
\$1. Lot 9 sood Rover 90.—154. Great Titchfield

CEORGE NEWMAN & Co. require for cash low milemiddle Rover 90 cars.—969. Euston Rd., London,

XW B. Co. require for cash low milemiddle Rover 90 cars.—969. Euston Rd., London,

XW B. DOWLAND, SMITH'S B. ROVER 90 buyers. RWI Eus. 4466 (12 lines).

ROWLAND SMITH'S, the Rover 90 buvers; highest cash prices.—Hampstead High St.. N.W.3. Ham. [W4018/R

ROVER 105

HENLYS Ltd

WE have all models of Rover; for addresses of showrooms see our advertisement under Rover [0472/R RADY'S MOTORS, Ltd., offer:

1957 (Aug.) Rover 105R black, one owner, superb condition throughout; £1,125,—137,139, 19778

GUY SALMON AUTOMOBILES offer:-

1957 (June) Rover 105R de luxe saloon, black/ grey leather, radio, 24,000 miles, faultless omdition: £1.135 (choice of 2).—Portsmouth Rd., Tames Ditton. Emberbrrook 5551-2-3. [C400]

HENLYS offer with 4 months' guarantee;-

1957 Rover 1058, overdrive, one owner, green with green interior; £1.195.
HENLYS, Ltd., Parkway, Regent's Park, N.W.1.
19847 1957 Rover 105R, one owner, extras, superb condition throughout, 20,000 miles; £1,145.—
Roblins, East Putney. Tel. 7881. ROVER 105

ROVER 105

1957 (July) Rover 105R saloon, radio, one owner, 16.800 miles; £975.

GEORGE NEWMAN & Co., 369, Euston Rd., Longon, N.W.1. Eus. 4466.

1958 owner; £1,175.

SAUNDERS ABBOT, Ltd., 1, Wickham Rd., Beckenham, Kent. Tel, Beckenham 7276.

(24146)
1957 (Jun.) Rover 105S, sage green with green bench seat; £1,145.

bench seat; £1,145, M. J. HUGHES Ltd., The Highway. Beaconsfield 644, (C2152)

1957 Rover 105R saloon, finished in black with red between the property, heater, mileage 22,125.—
Botwoods, Majors Corner, Inswich. Tel. 52271. [9512]
1958 series Rover 105S, duo-grey, blue leather, 15,000 miles immaculate; £1,250.—
Dobsons, Ltd., Rover agents, Staines 801. [Cl074]
1958 Series Rover 105S, black, radio, everdrive, one owner; £1,295.—Odeon Motors, Ltd., Bar

1144. Bar (C5028 Power E1,295,—Odeon Motors, Ltd., Bar (C5028 ROVER 105R, July 1957, fully automatic, with overfect; offers around £1,150.—Evenings, weekends, 107, Appledore Ave., Barnehurst, Kent. [9755 1958 Rover 105S, one owner, mieage 13,400. overinterior, excellent order; £1,290.—Wheelers (Newbury). Ltd., Newbury. Tel. 1020. (C4123 1957 Rover 105 R saloon, one owner, 18,000 miles, 10,000 miles, 10,00 ROVER 105 saloon, 1958 (January), fitted with over-drive and radio, mileage 22.630, black with red upholstery, bucket seats, 10g light, car in excellent condition: £1,300.—Whites (Camberley), Ltd., Cam-berley 343.

bernistery of the condition: £1,300.—Whites (Camberley). Ltd., Camberley 3443.

1957 (May) Rover 105S, black with red leather, 1957 (May) Rover 105S, black with red leather, 1958 (May) Rover 105S, black with red leather, 1958 (May) Rover 105S, black with red leather, 1958 (May) Rover 1958 (May)

HAROLD RADFORD & Co., Ltd., offer:

1959 (Apl.) 3-litre, grey, 6.000 miles, automatic.

1959 Rover 3-litre, duo green, overdrive, radio, 6,000 miles; £1,795.
1959 S-litre, green with green hide, 2,000 miles; E1,725.—Kensington 6642. DENHAM'S GARAGE (ESHER), Ltd., offer:-

ROVER 3-litre saloon. April '59, as new condition. 4,000 miles only, fitted radio, duo-tone finish: £1,665.—107-111. High St. Esher. Tel. 2021. [8173]
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GORDON LOVETT, Ltd. 45. The Mall. W.5. Eal. 1837.

GORDON LOUSTIL LAW [8574]
1959 Rover 3-litre saloon, dual grey, overdrive, very low mileace, as new condition: £1,795.
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1959 Rover 3-litre saloon, crey with grey upholication of the saloon, grey with grey upholication of the saloon of the sa

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EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' specific guarantee: the latest diesel model available for demonstrations: new models usually available.—Main Dealers, Alexandra Rd., Wimbledon 0163-5. [0195. R

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1955 Land-Rover estate, also 1955 soft top, both vehicles in private car condition.—50, Paddington St., W.1. Details, Welbeck 1982, Popesgrove 6267 6.30-9.00.

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(3014). Middx.

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HARVEY HUDSON, Ltd.—Land-Rovers urgently of vehicle; trade enquiries welcomed.—Woodford, London, E.18. Wansted 6644.

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AMDEN MOTORS for high-class used Rovers, 16
Dost-war models in stock and a few 1959/40 Rovers
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OVER 105S saloon, 1957, smoke blue with red interior, overdrive, radio, heater, one owner, maintained to perfection; £1.195.

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ROVER 50 clocal bank official (one owner), written history, 6896 (local bank official (one owner), written history, 6896 (local bank official (one owner), written history, 6896 (local bank), with the property of the proper

K J MOTORS. Ltd., S.E. England's leading Rover parts stockists.—Bromley. Ravenshourne 3456.

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1958 Simca Aronde de luxe, colour green, many extras; £675, 1958 Simca Aronde, colour lvory and green, many extras; £645.—West St., Portchester, Hants. Cosham 70222-5, Simca distributors and enthusiasts. [C2127] BLACK & WHITE GARAGES.

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1956 Simca Elysee saloon, blue, grey, in excellent condition, any trial; £575.—Wray Park (C4159)

Garages, Ltd. Reigate 2263.

1958 Simoa Aronde Elysee, R.A.C. exam., any trial; 2555; exch., p.p.—11. Perrymead, Prestwich, Manchester. Prestwich 2057.

1956 Simoa Grand Large, one owner, blue and lyory: £595,—ward & Co. (Putney), Ltd., 5, Upper Richmond Rd., S.W.15. Vandyke 1077.

1955 Simca Grand Large, blue/grey/blue, superb covers, Abarth exhaust system, recently resprayed, 38,000 miles; £600.—Harvey, 24, Harmony Row. Leighton Buzzard.

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Richards & Garr, Ltd., urgently require good Simcas.—132, Sloane St., S.W.1. Sloane 6165.

[3045]

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miles: £895.

1958 Singer Gazelle Series III (Alexander conhelies: £895.

1958 Singer Gazelle Series III (Alexander conhelies: £875.

1959 Singer Gazelle Series III (alexander conhelies: £875.

1959 Singer Gazelle Series III saloon, 2-tone green, green upholstery, overdrive, heater, 11,000 miles, £825; another in burgundy, similar milesæ.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.3. Cunningham 6050.

[C4045]

TANKARD & SMITH, Ltd. (Tottenham) offer:

1958 (regd. March) Singer Gazelle Series I con-let, 000 miles, absolutely without blemish; £725, 1958 Singer Gazelle estate car, grey and blue/blue 1958 Singer Gazelle estate car, grey and blue/blue undersealed, unmarked; £825.—226-232, 246-248, £836, 484, South Tottenham, M.15. Tottenham 0414-5833

SINGER Gazelle saloon, 2-tone, with overdrive, radio, heater and many other extras, first reg. 1958; £725.

HILLS GARAGES, Port St., Piccadilly, Manchester, I.
Tel. Central 4311.

H Tel. Central 4311.

1956 Singer Hunter de luxe saloon, heater, mirrors, creen washers, 2 spot lights, taxed year; £325.—Hendon 9111.

BUNTINGS MOTOR EXCHANGE for new and used Businger cars.—Bonnersfield Lane, Harrow, Ham.

1955 Singer Hunter de luxe saloon, one owner, mead, Prestwich, Manchester. Prestwich 2057. [C2082

8inger Gazelle estate 1958, choice of 2.—
gree Estates, 340, Euston Rd., N.W.1. 1949 Roadster 2,000, maroon, leopard skin cor arranged, or exchange.—159, Walton Rd., Chestern

1958 Singer Gazelle estate car, overdrive, redio, redio, wessex Motors, Wharf Hill, Winchester, Tel. 5366.

WALTER SCOTT. Ltd.—1954 1500 saloon, grey. heater, low mileage, one private owner; bargain, £345.—39, College Cres., N.W.5 (Swiss Cottage Tube). (C4006

Pri. 4466. [C4006]

1958 Singer Gazelle estate car, beige and white new, exchanges, etc. Tel. Mr. Hebditch, Wessex Motors, Ltd., Andover 2326. [C4087]

SINGER Gazelle, this year's show model demonstrator car, nominal mileage, as new: £825; or deposit £63.—Cole & Kirby, Kingsbury Circle, N.W.9. Words-19639

1956 Singer Hunter saloon, duo grey, blue, twin carburettors, one owner, sold and serviced by us; £485.—George Kidd Motors, Beauchamp Rd., Leamington Spa. Tel. 1247.

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Mon. 7684.

645 ms.—Singer Gazelle, late 1957 convertible, duofone blue/grey, heater, screen washers, Ace
fimbellishers, p.v.c. hood, excellent condition; written
guarantee; terms, exchanges.—Rowland Smith, Below.
225 ms.—Singer 9, 1952 448 sports roadster, 176,
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6041.

1959 (January) Singer Gazelle saloon Series 3, one blue/grey uphoistery, heater, spot lamp, wing mirrors; 3 months' guarantee; £795.—M.E.T. Garages, 409, Kilburn High Rd. Tel. Madia Vale 4801.

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[W4018/R

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THE official Singer London parts distributors for all trade and retail orders, full vehicle service facilities always available.—Automenders, Ltd., 131, Church Rd., London, S.W.13. Riverside 8291. [0754/R

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1959 Skoda 2-600r 4-seater saloon with full type
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round, fitted with heater, finished in pale green with
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SOUTH London's leading sports car specialists.

£1575.—Jaguar XK150 special equipment d/head heater, luggage rack.

SPECIAL end of season offer: £925; Lotus II Le Mans 55, ex-works car, 1100 stage 5 Climax, Weber carburettors, disc brakes, the Dion rear.

£795.—w. Ace 1856, red, X tyres, 2 owners from

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100E engine.
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New showrooms now open.

GOOD sports cars wanted for cash.

HIRE purchase as low as 1.5th deposit; special low insurance rates available; motor cycles, 3-wheelers and all cars taken in part exchange.

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895 ms.—Triumph TR5A, 1959, prinrose, radio, maker, 8,400 miles, spare unused.

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ompletely anmarked, the almost perfect specimen.

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2255 —Reduced from £295, M.G. TC 1947, 2-str., red. E185 —Reduced from £215, Sunbeam-Talbot 10 1948 4-str. Feduced from £185, Wolseley Fibreglass 2-str. —Reduced from £185, M.G. 10 TA sports 2-£145 Reduced from £165, Murban.

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MANY others, terms from 14th down, exchanges.—
B. & G. Motors, 194-8, Arlington Rd., Camden
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1956 Buckler-M.G. TC stage II, tubular chassis, late; £295 or exchange saloon, adjustments.—Grays Thurrock 2720, evenings.

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£645.—Austin-Healey BN1 1954, red, hard top, x tyres, spots, heater, wing mirror.
£645.—Austin-Healey BN1 1959, leaf green, one control of the spots, washers.
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£645.—Austin-Healey BN1 1955, ice blue, spots, tonneau cover, washers.
£655.—Austin-Healey BN1 1955, ice blue, spots, tonneau, heater, o'drive, wire wheels.
£595.—Austin-Healey GN1 1955, blue, X tyres, heater, etc., well neau, heater, o'drive, wire wheels.
£595.—Austin-Healey GN1 1955, blue, X tyres, heater, etc., well neau, heater, overdrive, wire wheels, tonneau, heater, owerdrive, wire wheels, tonneau, heater, overdrive, wire wheels, tonneau, heater, spots, full Le Mans mods, spots, augulane mods, spots, washers, rack.
£445.—Monkspath Ford Special, Sept. '9, sale blue, radio, tonneau, spots, augulane mods, spots, augulane mods, spots, washers, rack.
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1955 TR2, red. black hard top, heater, twin substance, the selection of the selectio

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1955 Standard & saloon, grey, blue upholsters, heater; £395.

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1954 Standard 8 saloon, above average condition £315.—X.L. Service Station, Kingston Vale S.W.15. Kingston 8333. (C406)

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Willesden 0161.

325gn.—Standard 8, 1954, wing mirrors.

1ent condition; written guarantee; chol
terms, exchanges; list; open 9-7 weekdays and
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Hampstead 6041.

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1954 Standard E in blue, red interior, fitted loss relined, maintained by us; £395.—Hillwood Motors Standard Dealers, Watford Way, London, N.W.7. Bill Hill 4232. Open till 8 p.m.

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USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

STANDARD 8 1954 (September) Standard 8 saloon, extras, ex-cellent; £335.—Rawlings Tudor Garages, Ltd... 28-931. Furbam Rd., S.W.6. Renown 2281. [C4182 1954 Standard 8 saloon, heater, sun roof, excel-1965 (Kensington High St., W.14. Wes, 6631. [C3029

86. Kensington mass Standard & Cars Wanted
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R. S. CURRIE & Co. offer:-

1958 Standard 10 Standrive superb condition throughout: £510.—105 Westbourne Grove. [C1095]

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1956 Standard 10 saloon, grey, red upholstery, Programmer of the saloon of the saloon

1957 (June) Standard 10 saloon, 28,000 miles, one GEORGE NEWMAN & Co., 369, Euston Rd., Lon-Gon, N.W.I. Eus., 4466.

1956 (Oct.) Standard 10 saloon, blue, red interior, moderate mileage, attractive car; £440.
MICHAEL CHRISTIE MOTORS. Bicester Rd., Aylesbury Bucks. Tel. 4727.

1956 (Oct.) Standard 10 saloon, blue, red in-moderate mileage, attractive car: MICHAEL CHRISTIE MOTORS, Bicester Rd., Ayles-bury, Bucks. Tel. 4727.

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Garges. Ltd Relgate 2265. [C3159]
1956 Standard 10 Salson, heater fitted, excellent condition throughout; £555.—X.L. Service Matlon, Kingston Vale, S.W.15. Kingston 8353. [C4060 1956 (August) Standard 10, heater, radio, one owner, low mileage; £445.—Robbins, Each C5010

Pulney. Tel 7881 1956 Super 10 saloon, heater, 21,000 miles, green, immaculate; £455.—Bridge Motors, Leather-[C1136

OWLAND SMITH'S, the Standard 10 buyers; Highest cash prices.—Hampstead High St. N. W. J. Line, 5041. STANDARD COMPANION

111-1958 Companion, immaculate, £565; also 1957 and 1956 from £465.—Pedigree Estates, 340, Euston Rd. N.W.1. Euston 7889 (C3093

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1959 Standard Ensign, blue with blue upholstery, heater, wing mirrors, 9.000 miles, one owner; 1750, 45, Earls Court Rd., Kensington, W.8. Western 19718

ROON & PORTER, Ltd., Standard agents,

1959 Standard Pennant saloon, black, red uphol-stery, Standrive, 7.000 miles only, as new; CASTELNAU, S.W.13 (nr. Hammersmith Bridge). (C1022 PENNANT 1958, 2-tone, one owner, small mileage, heater, etc.; all facilities; any vehicle exchanged,— J. S. Monro, Andover 3672-3.

TOM GARNER, Ltd., offer:-

1956 Standard Vanguard Phase III saloon, blue, heater, 20,000; £650.

10-12 Peter St., Manchester, 2. Bla. 9265-6-7.
[9495

ARCHIE SIMONS & Co . Ltd.

1956 Standard Vanguard estate, overdrive, extras, above average.—50, Paddington St., W.I. Detalls: Welbeck 1982. Popesgrove 6267, 6.30-9. (Trade limited.)

CLM AUTOSALES (MORDEN) offer:-

1951 Standard Vanguard, double electric overdrive, Comet blue, heater, exceptional car: £345.—230. Abbotsbury Rd., Morden. Mitcham 7122.

CATERHAM MOTOR Co., Ltd., offer:-

1956 Standard Vanguard Phase III saloon, green and fawn brown upholstery, heater, excellent condition: £595, CATERHAM MOTOR Co., Ltd., Reigate 2245.

HENLYS offer with 4 months' guarantee:-

1954 Standard Vanguard, heater, blue with grey interior; £465. Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [9861 KENTON CENTRAL GARAGE, Ltd., offer:-

STANDARD Vanguard state 1955; £395.—Words-[C3155] J worth 0251.

Il Immediate delivery G. & M. new Standard Vignale saloon.

Il Vanguard estate, choice uf 7, 1958-7-6-5, —Pediregree Estates. 340 Euston Rd., N.W.I. Euston
7099.

1955 (July) Standard Vanguard, heater, one Order NEWMAN & Co., 369, Euston Rd. Longon N.W.1. Eus. 485. Euston Rd. Longon N.W.1. Eus. 486. Euston Rd. Co. 250. Euston Rd. Longon Rd. Euston Rd. Co. 250. Euston Rd. Longon Rd. Euston Rd. Co. 250. Euston Rd. Euston Rd

1958 Vanguard estate car, grey and black, low mileage, guaranteed; £1,195, Gerkenwell 4425 Svd. 4648.

STANDARD VANGUARD

1957 | Standard Vanguard estate, beige, red trim, heater, overdrive, taxed; £685.

[1955 | Guly) Standard Vanguard Phase II, black/owner, red upholstery, radio, overdrive, heater, one query, taxed; £485.—Black Horse Garage, Richmond [G1116]

NEW Vanguard Vignale, coffee/white, immediate: list.—Barnes, 315, Finchley Rd., N.W.3. Hamp-stead 2221.

1955. bureaucrat regretfully offers Phase II. 36,000, immaculate, grey, new tyres, heater, extras: 1985.—Jackson, Footscray 1487.

1954 Phase II Standard Vanguard, beige, with black roof, one owner, heater, taxed, an immaculate car; £415.—Heath & Wiltshire. South St., Farnham (Surrey) 6254. [C2157

1956 Vanguard Phase III saloon, blue and grey, throughout; £575.—Phornix Motors, Ltd., Oxford Rd., Gerrards C. 18 Denham 2716/2545. [C3141]

1958 Standard Vanguard Sportsman, radio, heater, overdrive, screenwashers, low mileage: ££55.
—Mansfield Autos, Ltd., High Rd., Broxbourne, Herts, Tel. Hoddesdon 4567.

Tel. Hoddesdon 4567.

1953 Standard Vanguard Phase II saloon de luxe. Pastel green, heater, etc., immaculate; £395. Arnotts Garage, Ltd., Grange Rd. Willesden Green, N.W.10. Willesden 0161. [9032]

1955 Standard Vanguard Phase II saloon, grey, heater, wing mirrors, spot lamp, screen-clean, taxed to December; £450.—Cattermoles (Garage), Ltd., 79, Pentonville Rd., N.1. Terminus 1001.

£295.—Vanguard 1952. careful owner, small age, many extras, choice 5: lists, 100 gu teed cars.—Benmotors, 1. Clarendon Rd., Low.11. Park 5066-7 (50 yards Holland Park 7)

W.11. Park 5066-7 (50 yards Holland Park Tube).

33000 miles!! 1955 (Feb.) Vanguard gray, red
mirrors, one owner, carefully made spot lamps, wing
furrors, one owner, carefully made |
£450.—R. S. Mead (Sales), Ltd. 42, Queen St.,
Maidenhead Tel. Maidenhead 3431-2. [C301]

325 gns.—Standard Vanguard, 1955 saloon, leather,
heater, carefully used: written guarantee;
choice of 2; terms, exchanges; list: open 9-7 weekdays
and Saturdays.—Rowland Smith, Hampstead (Tube),
N.W.3. Hampstead 6041.

XXX 1953 one-weekdays
new present brown uppart of the property o

Edwards, 28-34, Upper High St., Epsom. Tel. 5811.

AZ MOTORS offer 1955 Vanguard Phase IC2001

AZ maculate: £395!! 1952 blue. above average. bargain; £299! 1955 estate car; £355!! Also 1950 saloon, radio, heater, excellent order: £275! Also 1948 Shp d/h, one owner: £125. Compare our prices.—Palmerston Rd. N.W.6, Mai. 4725. [C101]

STANDARD Vanguard Sportsman. September 1956. with brautifully finished in two tone green and grey with brautifully finished in two tone green and grey with brautifully finished in two tone green and grey with particularly finished in two tone green and grey with particularly finished in two tone green and grey with particularly finished in two tone green and grey with particularly finished in two tone green and grey with particularly finished in two tone green and grey with particularly finished in two tone green and grey with green and complete with built-in H.M.V. radio, heater, wing mirrors, Marshall spotlight and clock, superb appearance and most outstanding mechanically: £745.

CAMDEN MOTORS, Leighton Buzgard 2041; onen until

Catalogue.

CAMDEN MOTORS. Leighton Buzzard 2041; open until
8 p.m.; unrestricted hire purchase; exchanges.
[C1035]

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Standard Vanguard buyers:
highest cash prices.—Hampstead High St., N.W.S.
(W4018/R

STANDARD MISCELLANEOUS

1948 convertible fourer, grey, good condition:
1958 standard Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Standard buyers; highest
cash prices.—Hampstead High St.. N.W.5. Ham
6041. W4018/R

HALLS (FINCHLEY), Ltd. for Standard and Triumph spares and repairs.—314, Regent's Park Rd. Church End, Finchley. Finchley 5908. (0002/R STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel., 4464), and Prince's Drive. Colwyn Eag (Tel., 3522).

(Tel, 5522).

STANDARD spares, all models from 1935 (replace, Sment units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 5931, [0253/R SCOTI CARS STUDEBAKER

1954 Studebaker Champion, Farina body many extras excellent condition.

SCOTT CARS, 341-347. Finchley Rd. Hampstead.
London N W 5 Hampstead 8676/7779 [C4016]

STUDEBAKER Champion, Farina body, Nov. 1953, many extras, good condition.—Pop. 4343, evenings.

[9486]

SIMPSONS OF WEMBLEY, 343-355. High Rd., Wembley 3903 8691/4422. Top prices. [W4015]

SUNBEAM

LEC 1955 series Sunbeam Mark III saloon, overdrive, Diue, in first-class order throughout; £695. -Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Kni. 6861.

1954 (November) Mark III, wireless, heater; £675.

—Isleworth 5252.

1955 (Nov.) Sunbeam MR. III, o'drive, heater, £675.

sel. 1955 (washers, etc.; immac.; £700.—20, Malt St., 6704.

1955 Sunbeam III, blue, new plastic hood, tyres, overdrive, excellent condition throughout; private sale, 6610 or offer.—Field, Serrayle, Dillywood Lane, cockster.

ROOTES

HAVE available a range of Sunbeam cars of very low ONDON, W.1.

DEVONSHIRE House, Piccadilly.

GRO. 3401.

BIRMINGHAM, 2.

LOWER Temple St.

CEN. 8411. MANCHESTER, 2.

129. Deansgate. BLA. 6677.

1955 Sunbeam Mark III, thistle grey, extras in-bellishers, spotlights; £725.—Davies Motora, Łtd., 584 London Rd., Ashford, Middx, Ashford 5671-2. [C1080]

Sunbeam Cars Wanted
URGENTLY required, 1951-59 Sunbeams,—Gibsons
Sports Cars, Lyndhurst Rd., Christchurch, Hants.
Tel. Highcliffe 2275. (W2109
R OWLAND SMITH'S, the Sunbeam buyers; highest cash prices.—Hampstead High St., NW.5. Ham.

SUNBEAM ALPINE

BRADY'S MOTORS, Ltd., offer:

1959 Sunbeam Alpine sports, red with black acft top 2,000 mls., as new; £1,045.—137/139 London Rd. Romford 45394.

DUNCAN HAMILTON & Co offer:-

1954 Sunbeam Alpine, mist blue, radio, heater. Byfleet 3101. 1953 Alpine, red, w/wall tyres, heater; £465; h.s. available.—Webb, Little Yopps, Plaxtol (Tel 1952), Kent.

1955 Sunbeam Alpine, radio, overdrive, heater, Ace discs. etc.; excellent condition;

BOX 5603. [9448]

DELIVERY mileage Alpine in red. one only; £1.075.

—Highfield Motors (8). Ltd., 178-181 London Rd.,
Sheffield, 2. Tel. 51059. [T9035]

59 Sms.—Sunbeam Alpine 1955 Mark III sports conrettible, overdrive, radio, heater, turbo discs.
new p.v.c. occellent condition, written guarantee;
terms, exchance; lat: open 9-7 weekdays and Saturdays.
—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

SUNBEAM RAPIER

H. A. SAUNDERS, Ltd.

1958 Sunbeam Rapier saloon, duo grey/red, red upholstery, recorded mileage 10,023, heater; H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). (C4092 GEORGE NEWMAN & Co. (BRIGHTON), Ltd.

1958 Sunbeam Rapier saloon, radio, heater, over-drive, one owner only 15,000 miles, as new; E895. TUBILEE 3t., North Rd., Brighton 24247-8.

T. DAVY, Ltd., Rootes agents.

1956 Sunbeam Rapier saloon, one owner, heater, with spots, overdrive, rev. counter, 24,700 miles, in exceptionality good condition throughout; £685, 180 4. Kensington Hish St., W.S. Western 7181.

BOON & PORTER, Ltd., offer:-

1958 (July) Sunbeam Rapier saloon, underseal, due blue, as new; £945. CASTELNAU, S.W.13 (pr. Hammersmith Bridge), (C1022 WARWICK WRIGHT, Ltd., offer:-

1956 Sunbeam Rapier saloon, red and grey, heater; WARWICK WRIGHT, Ltd., 393, Edgware Rd., N.W.2. Gladstone 0041.

1957 Sunbeam Rapier salcon, black and grey with R57 engine, floor change, beater. 25.000 miles: £795. CATERHAM MOTOR Co., Ltd., Reigate 2245.

B. J. HUNTER, Ltd., Austin agents, offer:-

1959 Sunbeam Rapler drop head foursome, low mileage, unmarked; £1,025.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

SUNBEAM Rapler saloon, blue/grey, one owner, 1957 model; £765.ES, Port St., Piccadilly, Manchester, 1, Tel., Central 4511.

1957 Rapier saloon, pearl/honey, immaculate con-dition, every conceivable extra; £740.—Spr. [9449]

1956 Sunbeam Rapler, radio, heater, overdrive, 2 owners, excellent condition, 52,000 miles;

EATON MOTOR Co., Eaton Socon 236 (St. Neots). 1958 Sunbeam Rapier saloon, fitted radio, heater, and other extras, finished in moonstone/blue, 13,000 miles only, virtually as new; £895.

MARTIN VAUGHAN MOTOR Co., Ltd. Ravensbourne Rg., Bromley, Kent. Tel Ravensbourne

SALE AND WANTED-SPARES AND SERVICE USED CARS FOR

WARWICK WRIGHT, Ltd., offer:—

MARWICH WRIGHT, Ed., Oite.—

1956 Sunbeam Rapier saloon, blue and grey, radio, heater, 18,000 miles; £750. blue and black, heater, 10,000 miles; £925; another in monstone and brow, low mileage, £925; another in monstone and brow, low mileage, £950.

WARWICK WRIGHT, LOW, Lord's Court, St. John's Warking Court, St. John's London N.W.S. Cunningham 6050. [C.0405]

1959 series Rapier, 11,000 miles, fitted heater, egr9.—Eddie, Stephens Motors, Carmarthen 6233. 1958 Sunbeam Rapier b/h. coupe, 2-tone blue, extras, low mileage; £895.—Godfrey Davis, Ltd.

1956 (Aug.) Sunbeam Rapier saloon, 20,000 miles. beige/grey, overdrive, heater, rev. counter, screenwash, seat covers; £685.—Black Horse Garage, Richmond 6441. (C1116

Richmond 6441.

1958 (June) Sunbeam Rapier, one owner, red/
and part exchange: £875.—M.E.T. Garages, 409. Kilburn High Rd. Tel. Maida Vaie 4801.

1958 Rapier series II, carefully used, one-owner
extras in carefully as new, mileage only 5,000.

covers: taxed: £910.

ParkHOUSE CAR SALES, Ltd., 289, London Rd.,
Romford 45542.

1058 (Det.) Sunbages Basies W. Michael 10516.

PARKHOUSE CAR SALES, Ltd., 229, London Rd., Romford 45542. (C3116 1958 (Oct.) Sunbeam Rapier II saloon grey free miles only, perfect order; £943.—Caffyns, Ltd., Seaford Tel, 326, 1959 (June) Sunbeam Rapier convertible in 1959 anew car; £949.—Fred Warnell (Autos), Ltd., 242-243, 1959 (March) Sunbeam Rapier saloon, pippin red., pearl grey, one owner, overdrive, rev counter and heater; £760.—Cattermoles (Garage), Ltd., 79, Fentonville Rd., N.I. Terminus 100: 4, 4000 (U1168 1959), and the saloon of the sa

1978 (July) Sunbeam Rapier convertible, duo tone black/blue, specimen car with many extras; £875.—Vandervell Bros., Ltd., 215, Hayerstock, Hill, N.W.3. Swi. 4441.

1956 Sunbeam Rapier. duo tone red and pearly N.W.3. Swi. 4441.

1956 Sunbeam Rapier. duo tone red and pearly 1956 Sunbeam Rapier. duo tone red and suaranteed. Extra 1958 Sunbeam Rapier convertible. June. 1958, glacier Sunbeam Rapier convertible. June. 1958, glacier Sunbeam Rapier convertible. June. 1958, glacier Sunbeam Rapier. duo tone duo tone 1958, glacier 1950.—Carris Motors. Ltd. 1046. Bromiley Rd., Catford, S.E.6. Tel. Hither Green 3451. (C1194 TOM ALLERY AUTOMOBILES.—1957 Sunbeam Rapier. de Automobil. (C1314) 1959 March Sunbeam Rapier with overdrive, an immaculate care in red and white, 9,000 miles only, £965; 3 months' unconditional guarantee.—Hinman's, Mill St.. Oakham, Rutland, Tel. Oakham 45.

1956 Sunbeam Rapier, grey/black with 2-tone grey upholstery, one owner, radio, heater, over-drive, screenwashers, etc. taxed; a specimen car; £695.

Heath & Wiltshire, South St., Farnham (Surrey) [C2157]

C254

Sunbeam Rapier Cars Wanted

ROWLAND SMITH'S, the Rapier buyers: highest

Roash prices.—Hampstead High St., N.W.S. Ham,

[W4016/R

SUNBEAM-TALBOT inbeam-Talbot 90 saloon, heater, two tone;

1951 Sunbeam-Talbot 90 saloon, nearer, variable 2395, MONTROE MOTORS (N. H. BOSWELL), 91-95, Buck Epping New Rd., Buckhurst Hill, Essex, Buckhurst 1171-2.

hurst 1171-2.

GEORGE HARTWELL, Ltd., the nationally recognized Sunbeam specialists, offer:—
SUNBEAM-TALBOT 90 Mk. II saloon 1952, duo colour cram/blue, heater, etc., a very sound car; £480, 5-41, Holdenhurst Rd., Bournemouth. Tel. £6856.

LYNE, PRANK & WAGSTAFF, Ltd., Tottenh Lane, Crouch End, N.8, Mountview 4401, offer: 4 (April) Sunheam-Taibot 2%-itte saloc out, one owner, mileage 20,000: £850.

£340 — Sunbeam-Talbot 90 1950, in exceptional condition; deferred terms. -- Searle, Ltd. Sunbury 3014.

£360—1952 Mk. II. 2-tone, perfect condition and immaculate appearance, heater, sunshine roof extras, reason for sale.—Mit. 9001. [9626 AZ MOTORS offer 1952 90 saloon and convertible, both immaculate, bargain offer; £395.—Palmerston Rd., N.W.6. Mai. 4723.

1952 Mark II, satin bronze, twin spots, fastidiously maintained; £410 o.n.o.; Midlands.—

1956 (Nov.) Sunbeam 90, overdrive, radio, 20,000 miles only, grey and maroon, immaculate condition; £675.—Saul & Slatter, Ltd., 44, Alderman Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

Olton; 2013. Fox Lane 1066. 104002

345 ms.—Sunbeam-Tallot 90, 1951 Mark II conlent condition; written guarantee; choice of 4; terms,
exchanges; list; open 9-7 weekdays and Saturdays.—
Rowland Smith. Hampstead (Tube), N.W. 3. Hampstead
(C4018

SUNBEAM-TALBOT

1952 Sunbeam-Taibot 90 Mark II sports saloon performance and attractive condition; 2425.

1951 Sunbeam-Taibot 90 Mark II saloon, metall round, same family ownership since new, very got history, 2839; cars; write for fully descriptive price CAMPS 2430 Gube.

cars; write for fully descriptive priced Catalogue.

AMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase; exchanges. (C1035)

SUNBEAM-TALEOT 90 Mk. IIA, Alpine mist, 1954, 52,5000 miles, radio, heater, demister, twin spots. rad, blind, etc., as new; £560.—Apply Saul, 16, Addison Grove, Wednesfield.

1953 lamp, tyres excellent, 19,000 miles only, one private owner, fauitless condition; seen by appointment near Oxford.—Apply Sutton Courtenay 238, 19531

ment near Oxford.—Apply Gussuls Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers;
highest cash prices.—Hampstead High St., R.W.3.

W4016/R

SUNBEAM MISCELLANEOUS TOM GARNER, Ltd., offer:-

1956 Sunbeam Mk. III saloon, grey blue, heater; 1959 Sunbeam Rapier Series II saloon, duo blue, leater, overdrive, 4,000 only; £995. leater, overdrive, 4,000 only; £995. 10-12, Peter St., Manchester, 2. Bia. 9265-6-7, 19496

1956 Sunbeam Mark III saloon with centre floor rev. counter and washers, one owner since new, duo gree with red hide; £895.

1958 Sunbeam Rapter convertible in duo green with sounces and sunbeam counted, sunbeam counter, sunbea

450 other cars; write for fully descriptive priced

AMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; unrestricted hire purchase; exchanges. (C1035

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages and Page 144 - 158

TRIUMPH

RAYMOND WAY offers.

RAIMOND WAY THE TRANSPORT OF THE TRANSPO

THE CHEQUERED FLAG, Ltd.,

ONDON'S Leading Sports Car Specialists.

CONDON'S Leading Sports Car Specialists.

£1035—TR3A, October 1959. red. disc brakes,
December 1959

1959 TR3A, powder blue, X tyres, 7,000 miles; £895.
1957 TR3, red with black hard and soft top, heater, etc., 17,000 miles; £785.—L. F. Dove, td., 44, Kingston Rd., London, S.W.19. Tel. Liberty 3455. Ltd., 44, Kingston Rd., 23456. COOMBS & SONS (GUILDFORD), Ltd.

OSB (September) Triumph TR5A sports 2-seater, finished in bright red with matching interior, delivery mileage from the factory only: this car is registered so it can't be soid as a new one; it is in fact brand new, the invoice price was about £1,050: our price £985.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey, Tel. Guildford 62907.

ELM AUTOSALES (MORDEN), offer:-Morden, Mitcham 7122

HENLYS offer with 4 months' guarantee:— [C2067

1951 Triumph Renown, heater, black with fawn HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. 19860 1954 Triumph TR2, l.h.d., B.r.g., o/d, wire wheels, Box 5609.

Box 500 heater, twin spots, wasners, taxed; £485.5.

1951 - 52 Triumph 2,000 Renown saloon, black, appearance: £285.

GARAGE SERVICE Co., Ltd., 9, Hoop Lane, Golders Green, N.W.11. Speedwell 4411. [C2019]

TRIUMPH TRAIN, 1875 blue, blue interior, radio, bridge, SE.13. Lee 8565.

1955 TR2, numerous extras, undersealed; £540.—Parkinson, 393, Woodchurch Rd., Birkenhead, Mountwood 3543, 1949 Triumph Roadster hard dop Orons ofter condition, gift; £2751—Palmert ston Rd., N.W.6. £41, 4723

2000 Roadster, 1949, silver grey, heater, fog: £26 1954 (May) Triumph TR2, in ivory red, condition: £495.—Gibsons Sports Cars, hurst Rd., Christchurch, Hants. Tel. Higheliffe

1934 condition; 233.

1935 condition; 235.

1948 purst Rd., Christchurch, Hants. Tel. Hisheliffe 223.

195 gns.—Triumph TR3A, April 1959, radio, heate.

195 screenwashers, one very careful owner, 8,400 miles, spare unused; written guarantee; terms, etchanges.—Rowland Smith, below.—

195 gns.—Triumph TR3. late 1956, sunset red.

195 gns.—Triumph TR4. late 1954, B.r.g., heate.

195 gns.—Triumph TR2, late 1954, B.r.g., heate.

195 gns.—Triumph TR2, late 1954, B.r.g., heate.

195 gns.—Triumph TR2, late 1954, B.r.g., heate.

295 gns.—Triumph B00, 1948, razor-edge saloon, reschanges.—Rowland Smith, below:—

195 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

296 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

297 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

298 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

298 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

299 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

290 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

290 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

290 gns.—Triumph 1800, 1948, razor-edge saloon, reschanges, list, open 9-7 week-days and Saturdays.

RIUMPH TR3A sports one owner hard top, wheels, heater, carefully used immaculate car, the sin June 1938; accept £895 o.n.o.—Scott, bleside. Tel. 2149.

1958 Triumph TRJA, heater, occasional Kirkdale Cars, Kirkdale, Sydenham, S.E.26.

Kirkdale Cars, Khaukev, 1988. Allaukev, 1989. Allaukev, 1989.

TR2 1955, engineer maintained, just been sprayed black, reconditioned engine, drive, heater, hard top, X tyres; £640.—Charrin, Bawnmore, Overslade Lane, Rugby.

1947 riumph 1800 roadster, new hood, etc., reg 1947 rood condition; £299; terms, exchanges, rules Hill Motors, Ltd., 26, Tulse Hill Brixton, SW2, 1958 Hill, 17105 Hill, 17105 Hill, 17105 Exception, 1979 ex

TR3A 1959, 10,000 miles, 1ed, overdrive, wheels, radio, racing suspension, per condition, never raced, domestic use only, one of £925.—Tel. Regent 0546 office hours, P.O. Box

£365 —Triumph Mayflower 1955, superb example 1955,

Composite Co

Triumph Cars Wanted

ROWLAND SMITH'S, the Triumph buyers: highest cash prices.—Hampstead High St., N.W.5. Ham. 16041. S. wanted, 1955 by upwards.—Harold Hamblin Car, Ltd., Basingstoke, Tel. 19. Ltd., Busingstoke, Tel. 19. EXCHANGE January, 1956 Anglia de luxe puse list for 1955-6 TR2 with hard top.—Box 5742.

[805]
Triumph Spares and Service
provincial stockists.—Hollingdrake Automobile Co.
Ltd., Stockport (Tel. 4464), and Prince's Drive. Colves
Bay (Tel. 3522).

ROWLAND SMITH'S for Utilities.

ROWLAND SMITH'S for Utilities.

845 gns.—Morris Oxford 1958, Mark IV Traveller, owner, scarce model.

645 gns.—Morris Minor 1000 1958 de luxe Traveller, grey, heater, one careful owner.

95 gns.—Austin A40 November 1955 Countryman.

775 gns.—Hillman Husky 1955, duo tone, heater, one of rack.

365 gns.—Hillman Minx 1955 Mk. VIII estale car, duo tone grey-green, heater.

345 gns.—Fiat 500C 1955 Belvedere all-steel estale car, sun roof.

345 gns.—Austin A40 1954 Countryman, heater.

295 gns.—Morris Dormobile 1954 Martin Walter la-changes, list; open 9-7 weekdays and Saturdays.—Rox-land Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

WARWICK WRIGHT, Ltd., offer:-

1958 Standard 10 Companion estate car (Standard drive), cream and green, heater, 28,000

miles: £585 1958 Hillman Husky Series I, red and grey, beigt upholstery, heater, 16,000 miles, £585; also in grey, low mileage. 1958 Morris Minor 1000 Traveller car. blue. heater. 1958 13,000 miles, £675; another in black, similar

mlleage.
1958 arey, heater, 7,000 miles; £995.
WARWICK WRIGHT, Ltd., Lord's Court, \$\mathbb{E}, John's
Wood Rd., London, N.W.8. Cunningham 6050.

1959 Bedford Martin Walter Utilibrake, 1,600 McLAREN & COX, Ltd., 928, High Rd., North Findley, N.12. Tel. Hillside 0560/6306-8. (Cox Laxed, good condition throughout, clean cab: £65, Please phone Farnborough (Kent) 55551.

1956 Morris Isis estate, one owner, an exception nice example, in green, fitted radio, he excellent tyres all round; £595.—Cowley & W. Ltd.. Bletchley, Bucks. Tel. Bletchley 2321.

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MAYF Victiced; £5 545 8T milent on Smith. I

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heater, au, very i; terms, ioon, re-iterms, irdays— impstead (C4018 iop, wire car; cost cott's of [9719

seats, £795.— Syden-[C2068

saloon.

screen ar, grey on 6929. |9639 een re-c, over-in, Flat |9461

19461 c., very anges.— S.W.2. [9397

extras, 5.—Saul Green. [C4002 e. winer: x 5667. [9600 xample, 2: lists, m Rd. d Park [C107] fler yet famous ed and £535c. Baker, 2s Lane d 3861. [C1199]

Ham. 4018 B Cars. W2143 S £125

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M England's largest estate car stockists
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Estates, 340, Euston Rd., N.W.I. Euston 7889.
[C3093]

[C3003]

1958 Morris Minor traveller's car, grey, red interior, heater, wing mirror, a low sulesse car very carefully maintained: £645; written garantee; terms, exchanges.—H. F. Edwards, 172-174, Edwards, 172-174, 19526

AZ MOTORS ofter 1956 Commer estate car, duo-nard estate car, gift, 2855 Jan 1949 Lea-Francis 1App Loor timbered estate, sacrifice, £2451 Also 1954 Commer gular car, £31951 Also 1952 Minx estate car, £3251— Pilmerston Rd., N.W.6. Mai. 4725.

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ARCHIE SIMONS & Co., Ltd.

1958 (June) Vauxhall Victor estate, duo colour, history, privately used.—50, Paddington St., W.I. Details, Welbeck 1982, Popesgrove 6267, 6.30-(9569

TANKARD & SMITH (CHELSEA). Ltd., offer:-

1957 Vauxhall Victor Super saloon, blue/beige, one 1957 owner, 'ow mileage, rad'o, heater, immacuule condition throughout; £615.—194-198, King's Rd.,
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1958 Victor Super, one owners, ampbell Symonds, alperton 1515.

1960 (model) Vauxhall Victor super, maroon, 1960 (model) Vauxhall Victor super, maroon, 1960 (works mileage; £765.—Circus Garage (Brightan), tdd. Tel. Brighton 28301-2-3.

1958 Vauxhall Victor in excellent condition, one beam 1988.

1958 (Mary) Victor Super, yellow, radio, heater, 1958 (mary) Victor Super, finished in blue marked condition, 1959 (mary) Victor Super, finished in blue with matching blue upholstery, 14,000 miles with matching blue upholstery, 16,000 miles with matching blue upholstery. C2145

MATFAIR GARAGES, Letter 1957 (Nov., Super, 1958), 16,000 miles with matching blue upholstery in the property of the pro

1957 Victor Super, finished in dark grey with blue and grey upholstery, one owner, 22,000 miles, licensed all Dec., heater, twin spot lighthat was has been very grantly used and is in immaculate softling. E595.—Parsons & Parsons, Ltd., Harlow, Esex. Tel. Potter Street 121. Sex. Tel. Potter Street 121.

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| W4016/R | W4016/R

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1954 Vauxhall Wyvern, finished in green, heater, tadio, spot light one owner from new; £405
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1957 Vauxhall Wyvern, heater, one owner, black with red interior: £635. HENLYS, Ltd., Parkway, Regent's Park. N.W.1. [9652]

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Ascot Service Station, High St., Ascot, Berks.
[C1188]

1955 Wyern one owner, heater, radio, external sun visor, royal blue; £620.—Campbell Symonds.—Alperton 1515.

1956 Yauxhall Wyvern with heater one owner; 1956 E525.—James Green Motors, 26-30. Watford, M. Wembley, Middx. Arnold 4867.

1952 High Robert of the Wyvern superb marcoon specimen. 19706.

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ROWLAND SMITH'S, the Wyvern buyers: highest cash prices.—Hampstead High St., N.W.3. Ham. (W4018.)

CAR MART, Ltd.

OFFER with six months' guarantee.

£795 — Vauxhall Velox saloon, heater, 12,000 miles CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

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1958 Vauxhall Velox sln., blue, htr., rdo., 16,000; 8815.
10-12, Peter St., Munchester, 2. Bla. 9265-6-7. [9494]

WARWICK WRIGHT, Ltd., offer:-

1954 Vauxhall Velox, black, heater; £475. 1956 Sauxhall Velox saloon, burgundy, heater; EARWICK WRIGHT, Ltd., 395, Edgware Rd., N.W.2. Gladstone 0041.

CATERHAM MOTOR Co., Ltd., offer:-

1954 55 Velox saloons, choice of 2; from £425.

CATERHAM MOTOR Co., Ltd., Reigate 2245.

[C1187]

1956 Velox, black, immaculate; £555.

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1957 Vauxhall Velox, green/green interior, one owner; £600: 6% h.p. charge on new and used vehicles,—Horn Lane, Acton, W.S. Acorn 5064.

[G3009]
1957 (Nov.) Vauxhall Velox, red, immaculate conGarages, 59-65, Belsize Rd., N.W.6. Mai. 5555. [9553
VAUXHALL Velox, 1956, recent new engine and
Richmond 3568.

AZ MOTORS offer 1958 Velox saloon, 13,000 miles only, one owner, as new; £795.—Palmerston Rd., N.W.6. Mai. 4723.

Rd., N.W.6. Mai. 4723. [C1011]
1958 heater, one owner: £825.—Golly's Garage,
Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [9715]
1949 (Aug.) Velox, in black, engine overhauled,
wireless, heater, spot lamp, etc., etc., marvellous condition; £335.—Williams Garage, Benwick
Rd., Doddington, Cambos Tel. 371. [9470]
1954 Vauxhall Velox, green upholstery, heater,
shelf, excellent wondition. Garage wine mirrors, parcel

1954 yauxhall Velox, black, one owner, heater, condition; £425.—Heath & Wiltshire, South St., Farnham (Surrey) 6234.

1954 fitted radio and heater, one owner; £475.—Hillwood Motors, Vauxhall Velox, one owner; £475.—London, N.W.7. Mill Hill 4232. Open till 8 p.m. 33000 miles!! 1954 (Feb.) Vauxhall Velox, grey, maintained one owner car; £435.-R. S. Mead (Sales). Ltd., 42. Queen St., Maidenhead. Tel. Maidenhead. 3431-2. (C3011

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1959 series (Nov. 1958) Cresta in Royal glow and imperial ivory with gree nylon upholstery fitted centre armrest, heater, screencean, electric clock, etc., a one-owner vehicle supplied and maintained by us. 7,000 miles only, as new: £950.

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WARWICK WRIGHT, the saloon, dual grey, grey/black upholstery, radio and heater, 8.000 miles, casts; another in pink and grey, low mileage, was another in pink and grey, low mileage, was a saloon, and a saloon, a saloon, and a saloon, a sa HAROLD RADFORD & Co Ltd. offer:-

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NAYLOR & ROOT, Ltd. (Established 1920).

1955 (June) Vauxhall Cresta, grey and white, red hide, radio, heater, and extras, one owner, special bargain at £482. CLAPHAM Junction, S.W.11. Battersea 2252. (C3022

1958 green and cream, radio, 11,200 m.; £875. HENLYS, Ltd., 1, Peter St., Manchester 2. Black-friars 7845. [9740

HENLYS, Ltd., 1, 19740 [19740]
1958 Vauxhall Cresta saloon, finished in mountain rests and other extras, 12,000 miles only; £865.
MARTIN VATOGHAN MOTOR Co., Ltd., Ravenstonly bourne Rd., Bromley, Kent Tel. Ravensbourne [C4164]

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1956 Cresta, black, exceptional condition throughout, one owner; £575; terms arranged.—Bower

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Park 4087. [C2095
£495!!!—1955 Vauxhad Cresta de luxe saloon, one
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Garage, Ltd., Earls Court Rd., 8.W.5. Fremantle 6373.

1958 Cresta, 9,000 miles only, one owner, radio and heater. Mountain tose and grey; £895.

-John Campbell Motors, Ltd., 415, Holloway Rd., N.7. North 4441/6666.

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(W2000

118. [W2000]
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1908 Darracq 2-seater tourer, 6hp single-cylinder
engine, new tyres; in absolutely fantastic
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101 Charron-Lavecck generally good condition.

1921 Charron Laycock generally good condition, but rome detail work untidy; £70 o.n.o.—
[9544] Box 5618.
1923 Talbot 10/23 tourer, stored 25 years, miles
Swandean Garage, Ltd., Arundel Rd., Worth'ng,
Swandean 100

1928 Morris Cowley 4-seater tourer, excellent con-£125 or part exchange.—49, Gatley Green, Gatley, Nr. Cheadle, Cheshire.

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1957 karmann Chia hard-top coupe, black and Karman Chia hard-top coupe, black and Karmann Chia hard-top coupe. The couper couper of the couper couper couper of the couper couper

Karmann Ghia in superb conndition, laft-hand drive; 1955.

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P you want to buy or sell a used Volkswagen come to the Volkswagen Room at Welbeck Motors.

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COLBORNE GARAGE. Ltd. (The Volkswagen Overseas visitors' enquiries welcome; original distributors and specialists offer the following:—1957 Volkswagen of luxe, sun roof, green, one Volkswagen, strato silver de luxe saloon, neu Colborne GARAGE Ltd., Ripley 2361, 10373 18

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ECL 1959 Microbus, Slumberwagen Mark II caravan, dition throughout: £025. EUROPEAN CARS, Ltd., 129, Old Brompton Rd., EUROPEAN CARS, Ltd., 129, Old Brompton Rd., [C2137]

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GOOD used Volkswagens urgently required.—Sho Hill, N.W.2. Tel. Gladstone 4803.

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4525. — Volkswagen 1957, full d.l. pastel, beautifully
4545. — Volkswagen 1956 d.l., heater, mister, spots,
4545. — pastel, small mileage, choice 2: lists, 100
4545. — pastel, small mileage, choice 2: lists, 100
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V&F —Monaco Motors, the Volkswagen specialists, condition; £750.

V&F —1958 de luxe saloon, agate green, American bumpers, 16,000 miles only; £665.

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V&F —Monaco Motors, official Volkswagen agents; and part exchange facilities; advertised miles. Exchange facilities; advertised miles. Service: Fre. 4414.

SHOWROMS: 4635. Fulham Rd., S.W.10. Flaxman G4141.

1956 de luxe, B.r.s., excellent condition, many ends).—22, Selbourne Ave., Tolworth 1980 de utras, 34,500 miles: £550; (evenings, week-ends).—22, Selbourne Ave., Tolworth 19808 de luxe saloon, beige with red interior, imaculate: £550.—Bourne End Motors, Ltd., Bourne End, Bucks, Tel. 400.

1955 de luxe (twin exhausts), many other extras; £480.—U.T.P. Cars, 24, Chatham Place, Brighton 29421.

1955 Wolkswagen de luxe saloon, fawn. 29,000 Mayo, Prospect 7514.

1959 miles: £825.—Hilliard, 35d, Belsize Ave., Swi. 3445.

1958 (May) de luxe, Capri blue, 12,500 miles, undersealed, front seat covers; £670, no offers.

Armstrong, 32, Cross Close, Newquay. [9663]

Armstrong, \$2, Cross Close, Newquay. [9663 £249 - 1947 Volkswagen de luxe saloon, identical to late models in every respect, fitted 1952 engine, immaculate condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [2695] 19.57 [19.000 Miles, radio, immaculate; £895,—Chipstead Motors, 142. Holland Park Ave., London, W.11. Park 3445.

LATESTR model Volkswagen, delivery mileage only, iade green, undersealed, extras; offers nearest to eost.—Huntpain, Grove House, Whittlesey, Peterborough, Tel. Whittlesey 3278.

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475 sus.—Volkswagen late 1955 de luxe saloon, excellent condition, written guarantee; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead (601).

1956 Volkswagen de liuxe saloon, jungle green, special special

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ROWLAND SMITH'S the Volkswagen buyers:
Ham, 6041.
[W4078/R COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. Ripley 2561. All years and models. [0990/R ALL Volkswagen models wanted urgently.—The Hyde Motor Co., 153, The Hyde, N.W.9. Colindale (W2133 Volkswagen Cars Wanted

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VOLKSWAGEN authorised agents.

WE want good Volkswagen!!-39, College Cres., N.W.3. (Swiss Cottage Tube.) Pri. 4466.

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1959 Volvo, 9,000 miles, one owner, radio; £1,175.

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1959.—Choice of 2. under 2,000 miles, sunshine for firm £1,250.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey, Woking 4277.

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PRIVATE bargain, 1959 Volvo, 5,000 miles, cost £1,427; accept £1,095.—Brighton 62100. 18737

JACK ROSE, Ltd., ofter.—1960 (series) latest model Volvo 1228 sports saloon, 260 miles only, absolutely, and the surrey. Wallington 6677-8.

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£675.—Wolseley 1500 Fleet saloon, heater, 9.000 CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston Rd. 1212.

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1957 model Woiseley 15/50, maroon with red
1958 15/60 saloon, finished in maroon/champagne,
class condition throughout, one owner, Smith
Warranty; £925.

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1957 leather, heater and screenwashers, supplied
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102 London Rd. and High St., Kingston-onGeorge Hartwell, Ltd., offer-

WOLSELEY 15/50 1958, grey with red interior, 15,000 miles, immaculate throughout; £825.—35-11, Holdenhurst Rd., Bournemouth. Tel. 26566, CATERHAM MOTOR Co., Ltd., offer:-

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1959 Wolseley 1500 de luxe saloon, radio and heater, 5,000 mlles, one owner; £725.—Portsmouth Rd. Thames Ditton. Emberbrook 5551-2-3.

ROON & PORTER, Ltd., Wolseley agent.

1957 (October) Wolseley 15/50, green, one owner, available on second-hand market; £695.

CASTELNAU, S.W.13 (nr. Hammersmith Riverside 4444.

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1956 Wolseley 6/90, one owner, heater, green with HERLYS, Ld., Pairkway, Regent's Park, N.W.1. Okiliwer 5721.

WOLSELEY 15.50, August 1957, 16.000 miles only, fitted radio, manumatic drive heater, etc.; 2745, 105-111, High St. Esher. Tel. 2021, AYLOR & ROOT, Ltd. (Established 1920).

1957 (July) Wolseley 15/50 Manumatic, maroon, low mileage, any trial; £735.

CLAPHAM Junction, S.W.11. Battersea 2252. WEYBRIDGE AUTOMOBILES, Ltd., offer:

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1958 Wolseley 6. 90 saloon, maroon pan intering, intering the property of the property o

1957 Wolseley 15/50, green, radio, one owner, low mileage, immaculate; £745.
1952 Wolseley 6/80, green; £295.—Clerkenwei, 4425. Syd, 4648.

NEW Wolseley 15/60, smoke grey/blue: list.—Barnes 315, Finchley Rd., N.W.3. Hampstead 2221.

1955 (Oct.) Wolseley 4/44, dark green with grean dinaintained by us: 2545.

GATES ENGINEERING Co., Ltd., Brockenhust State, Hants. Tel, Brockenhust State, 1982

Hants. Tel. Brockenhurst 3544. IF No. 1986.

1957 Series III Wolseley 6/90 saloon, with flow gear change, moderate mileage and immaculate throughout; £745.

450 other cars. Write for fully descriptive pried catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Unrestricted hire purchase; exchanges.

1957 Wolseley 6/90. Series III, grey, imma condition; £700.—Stradlings, Ltd., Ne

622.

1956 Wolseley & 90 saloon black, carefully mainAylesbury 2264.

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ST. ALBANS (Herts).—St. Albans Motor Co., 117.
London Rd. Tel. 57406 & 58226. Retail dealers. SALISBURY (Wilts).—W. Goddard & Co., Ltd., 41-45, Winchester St. Tel. Salisbury 2242.

SANDERSTEAD (Surrey).—Sanderstead Court Garage, 145. Limpsheld Rd. Tel. 2251. Stocking SAXMUNDHAM (Suffolk).—Wightman's Garage.
Bigsby Corner, Tel. Saxmundham 2067.

Bigsby Corner, Tel. Saximulianian accept.

SEVENOAKS.—Waite Bros. (Otford). Ltd., Castle Garage, Sevenoaks Rd., Otford. Otford 656.7 Retail dealers.

SIDCUP (Kent).—G Sheppard & Son, Ltd., 15, Rectory Lane. Tel. Footscray 2132 & 2589. Main

Story Laine. Tel. Protectay 2132 & 2569. Main agents.

SIDMOUTH (Devon).—The Woolbrook Garage Tel
131. Retail desire.

SIDMOUTH (Bucks).—W. J Sands & Sons (Slough).

List. Retail desire.

SUTH MMR (Slough 24001/3. Main dealers.

SUTH MMR (Hints).—Rainsley & Wells. Ltd. (Res. 1000).

SUTH MMR (Slough 24001/3. Main dealers.

SUTTON (Hints).—Rainsley & Wells. Ltd. (Res. 1000).

SUTHAMPFON (Hants).—Stoner Motor Co. Ltd. (Res. 1000).

SUTTON (Surrey).—William Leading & Sons. Ltd. (Lit., Field End Rd. Byron 6017. Stocking dealers.

SUTTON (Surrey).—William Leading & Sons. Ltd. (Lit., High St. Tel. Vigilant 7654.

SWINDON (Wilts).—Steels (Swindon). Ltd. Drove Rd. Swindon 4035. Distributors.

ADWORTH (Surrey).—French & Foxwell. Ltd. Tel Burgh Heath 66. Dealers.

Tenterden 69 Retail dealers.

Tenterden 69 Retail dealers.

Tenterden by Retail dealers.

Thame (xxon).—Haynes Motors. 102 High St. Tel
Thame 9, Retail dealers.

Tol.woRrff (Surrey).—Blue Star Garages, Ltd. The
Broadway, Tel. Elmbridge 0048. Stockists.

TOTTENHAM, N.1.7.—Bruce Garages, Ltd., 127. Lordship Lane. Tottenham 9291.2. Retail dealers.

RRIRO (Cornwall).—S. D. Gutridge. Ltd., Bridge Garage. Probus. Tresillian 218. Retail dealers. TUNBRIDGE WELLS (Kent).—A. A. Cundell Ltd., Calverley Garage. Crescent Rd. Tel. 789. TUNBRIDGE WELLS (Kent).—G. E. Tunbridge. Ltd., Vale Rd. Tel. 5416. Main dealers. TUNBRIDGE WELLS (Kent).—Ward's Service Garage. Ltd., 313-525. St. John's Rd. Southborough 1000 (5 lines).

1000 (5 lines).

WICKENHAM (Middx).—Obey's Garage, Heath Rd
Tel. Popesgrove 1500. Retail dealers.

TWICKENHAM (Middx).—Spikins (Twickenham). Ltd., 83-101. Heath Rd. Popesgrove 1035-6-7/8.

VIRGINIA WATER (Surrey) —Gavin Fairiax, Ltd. Wentworth Service Garage. Wentworth 3154. Re WADHURST (Sussex) -- Pritchards Service Garage (Durgates, Wadhurst) Ltd Wadhurst 396 Retail

WALLINGTON (Surrey).—Jack Rose, Ltd., Stafford Rd. Tel. Wallingto 6677.8. WALTON-ON-THAMES - Walton Car Sales Ltd. Grove Filling Station 98. Terrace Rd. Tel 20759 & 26094. Retail dealers.

& 20094, Retail dealers.

WASHINGTON (Sussex) —R. Hardy & Son, Ltd.
London Rd. Tel. Asnirgton 230. Agents.

WELLING (Kent) —A. Francis, 178, Park View Rd.
Bezleyheath 4398 Retail dealers.

WEMBLEY (Middx),—James Green Motors, 28-30. Watford Rd. Arnold 4567. Retail dealers WEST WICKHAM (Kent),-West Wickham Garage, Ltd., 203, High St. Tel. Springpark 2900. Re-

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Ro. Leigh-on-Sea 78247 Re-

WESTON-SUPER-MARG (Somerset), — Shrubbery Garages, 55, 47 & 64 Upper Church Rd. Tel. 1080. Retail dealers

WHITSTABLE (Kent) -- Masons Motors. Tel Whit-stable 3451. Stocking dealers. WHYTELEAFE (Surrey).—Godfrey Lambert Car Sales Godstone Rd. Tel. Uplands 7753. Retail

WOKING (Surrey).-L. F. Dove, Ltd., Guildfo.d Retail dealers. WOKING (Surrey) -Knaphill Service Garage, Ltd. Knaphill. Tel Brookwood 3018. Retail agents WOCTTON BASSETT (Wilts):-Stranges Central Garage High St Tel 216 Retail dealers AUSTIN GIPSY

CHELMSFORD (ESSEX).—Bannister's Garages, Ltd., Springfield Rd. Tel 4881 Area dealers. L IVERPOOL, 1.—Voss Motors, Ltd., Renahaw 8t. Tel, Royal 5683. Distributors.

AUSTIN-HEALEY AUSTIN-HEALEY
BROMLEY (Kent).—Dolmom & Brown, 268-272, High
St. RAVensbourne 8841 & 7713. Dealers.
CHELMSFORD (Esses).—Bannister's Garages, Ltd.,
CSpringfield Rd. Tel 4881. Area dealers.
CLAFHAM JUNCTION—Naylor & Root, Ltd., 250.
CLAFHAM JUNCTION—Naylor & Root, Ltd., 250.
Carander Hill, S.W.11 Tel. Battersee 2252. Retail

dealers.
COULSDON (Surrey).—R. Harmer (Coulsdon), Ltd..
272, Chipstead Valley Rd Downlands 2255 Retail

dealers

E LBD (Middx).—Richard France, Ltd., 65 & 69,
E Lancaster Rd. Tel 6727. Retail dealers.

E NFIELD (Middx).—Wilters (Motors), Ltd., 356-360,
High St., Ponders End. Howard 1646. Stocking

WERPOOL 1. Voss Motors, Ltd., Renshaw St. Verschool 1. Voss Motors, Ltd., Renshaw St. Verschool 1. Voss Motors, Ltd., Renshaw St. Tel. Royal 3685. Distributors.

ONDON, W.1.—Healey Car Sales, Ltd., 64, Grosvenor St. Tel. Mayfair 3507/8. Distributors, ONDON, W.1.—University Motors, Ltd., 80, Piccadilly. Tel. Grosvenor 4141. Retail dealers.

ONDON, S.W.2.—Wilsons Automobiles & Coachworks. Ltd., 36-38, Acre Lane Brixton 4011. Retail dealers.

L ONDOW S.W.S.—F. J. Keen & Son. Ltd., Queens Circus Tel. Macaulay 3373 Retail dealers. LONDON, S.W.19.—Wimbledon Motor Works, Ltd., 29, High St., Wimbledon Common, Wimbledon 0123. Distributors

PUTNEY, S.W.15.—Relbins of Putney, Ltd., 96-98, Upper Richmond Rd Putney 7881 5. Retail alers.
T ALBANS (Herts) .- W. M. Couper, Ltd., Catherine St. Tel 54543/4. Area dealers.

WORTHING (Sussex).-K. N. Rudd (Engineers). Ltd. 41. High St. Worthing 7773 4. Retail

BENTLEY BROMLEY (Kenty.—James Young, Ltd., London Rd. Ravensbourne 3434/8. Special retailers for West

Kent.
GHELTENHAM.—S. P. Broughton & Co., Ltd., Grove
GHELTENHAM.—S. P. Broughton & Co., Ltd., Grove
appointed retailers.
COENTRY.—S. H. Newsome & Co., Ltd., Highway
Garage, Kempus Highway. Tel. 57787. Retailers.

EDINBURGH.—John Croall & Sons, Ltd., Castle Terr. Tel., Fountainbridge 7247/8. Distributors. LONDON, W.I.—H. A. Fox & Co., Ltd., 3-5. Burlington St. Old Bond St. Regent 8822.

Lington St. Old Bond St. Resent 8822.

ONDON W.1.—Jack Barclay Ltd., Berkeley Sq.
Tel. Maylair 7444, Retailers,
MAIDENHEAD (Berks)—R S. Mead, Ltd., Meadway, Market St. Tel. 2474/5 & 2239. Retailers.

NAPFAIR, W 1.—Charles Folict, Ltd., 18, Berkeley St. Maylair 6266/7/8 Retail dealers.

NORTHAMPTON.—Grose, Ltd., Marefair, Tel. 51682.
Distributors.

Distributors.

PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd.,
Guildford Rd. Brookwood 2201/2. Officially
appointed retailers.

PRESTON (Lanes) -- Loxhams Garages, Ltd., Charn-ley St. Tel. 4242 Distributors. ST. ALBANS (Herts). - W. M. Couper, Ltd., Catherine St. Tel. 54343/4 Special retailers county of Hert-

fordshire. ST. ANNES-ON-SEA (Lanes).—Kings Road Garage Co., Ltd., Kings Rd. Tel. 670. Retail dealers.

WORTHING (Sussex).—James Taylor Automobiles, Ltd., Bentley House, Pindon Rd. Pindon 5022. Retailer and repairer. Retailer and repairer.

BERKELEY

FARNBOROUGH (Hants).—Wright Motors, Camp
Rd. Tel. Farnborough 2523. Retail dealers.

LONDON, W.I.—M.P.H.W. Sales, Ltd., 23, Piccadilly, Tel. Gerrard 6055. Distributors. L ONDON, S.W.3.—M.P.H.W. Sales, Ltd., 242. Bromp-ton Rd. Tel. Knightsbridge 8711. Distributors.

MIDDLESEX -Pinner View Motors, Ltd., Pinner View, Harrow Harrow 5510. Distributors. PORTSMOUTH (Hants).—John Fisher, 201-5. New Rd. Tel. Portsmouth 63143 Distributors

B.M.W.

ISLEWORTH (Middx).—A P.N., Ltd., Palcon Works,
London Rd. Tel Isleworth 1011. Sole conc. for Gt.

SIDCUP (Kent). - Vaughan Motors. Main Rd. Tel. Pootscray 3518. Main agents. TROON (Ayrshire).—Cooper Bros., 117-129 Temple-hill. Tel. Troon 925. Distributors

BOND

BRACKNELL (Berks) — Jim Sheehan, Ltd. Huan St.
Tel. Bracknell 1668. Distributors. CHADWELL HEATH (Essex).—Reginald Smith Motor Cycles, Ltd., 230-254 High Rd. Seven Kings 9957.

DAGENHAM (Essex).—Reginald Smith Motor Cycles Led., Imperial House New Rd Dominion 0131

DARTFORD (Kent).—Bernard T J. Dimond 144. EPSOM (Surrey). Wheeler Motors, 45 47 & 51.

L ONDON, S.W.5.—M.P.H.W. Sales, Ltd., 242, Brompton Rd. Tel. Knightsbridge 8711. Distributors PORTSMOUTH (Hants) .- John Fisher, 201-5 New Rd. Tel Portsmouth 63143. Distributors.

PRESTON (Lancs).-Loxhams Garages Ltd Chara-

SITTINGBOURNE (Kent).—E. G. Pritchard Ltd., SCHEWEI Ed Tel. 885/6. Distributors. WOKING (Surrey).—M.P.H.W. Sales. Ltd., 56, Goldsworth Rd., Tel. Woking 5522. Distributors. BORGWARD

BRIGHTON (Sussen) - Dyke Motors, Ltd. 111, Dyke Rd Tel Brighton 28947 Distributors E Sussex

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BORGWARD—Continued

BROMLEY (Kent).—Chris Steele Cars, Ltd.. 59.
Masons Hill Ravensbourne 9647 Area distributors.

CARDIFF.—Raiphs Garages (Cardiff). Ltd., 5a, Cathedral Rd Tel Cardiff 29239. Distributors. EVESHAM (Nr.). - Black & White Garages (Harvington) Ltd., Harvington, Harvington 331 & 231.

Muin dealers.

Muin dealers.

Holler (Surrey). - F Pairman & Sons Ltd. VicLong Tel Horiey 17 Distributors.

London, W. L.-Rochey Howard & Co. Ltd. 16.

Albemarle St. H. de Park 7166. Distributors. LONDON, S.W.5.—Metcalfe & Mundy, Ltd., 280. Old Brompton Rd Fremantle 5471. Sole concession-

SLOUGH (Bucks).—Broughton Motors, Colubrook By-Pass Brends Hill. Colubrook 2708. Distributors. SOUTHAMPION (Hants).—Revis Car Sales. Ltd., 9-27, New Rd. Tel. 22334. Distributors.

BRISTOL HERSHAM Nr. Walton (Surrey).—Anthony Crook Motors, Ltd. The Roundabout. Esher 4580 Dis-MIDDLESBROUGH (Yorks).—Ronnie Parkinson, Ltd., 29. Bottomey St. Tei. 3663. Dis. N.E. Yorks, Durham, Norbad Warks, Durhom, Norbind
WATFORD (Herts)—R. F. Fuggle, Ltd., Bushey
Heath Bushey Heath 1685. Distributors

BUCKLER CANADA.—Autospo-t Equipment, Cooksville Ontario Distributors Ltd. Box 122, CANADA.—Dublin Service, New Westminster, British Columbia. Distributors.

GREAT BRITAIN.—Buckler Cars, Ltd., Heath Hill Rd., Crowthorne. Tel. Crowthorne 2231. Manu-

NEW ZEALAND —Bucklers (N.Z.), Ltd., 290. Kyber Pass Rd., Auckland, S.E.I. Distributors. TASMANIA, -Donald Gorringe (Pty.), Ltd., 72, Argyle St., Hobart, Distributors.

CHEVROLET
LONDON, W.C.2.—British & Colonial Motors, I.td.,
Jain agents.

CHEVROLET
London, W.C.2.—British & Colonial Motors, I.td.,
Main agents. CHRYSLER

SHEFFIELD. 2.—Holmes & Younle. Ltd., 50-46. Suffolk Rd. Tel 21378 & 21370. Distributors. WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345, High Rd. Wembley 3903, 8691 & 4422. London area distributors.

BATH (Somerset).—Widcombe Garages, Ltd., Pulteney Rd. Tel, 485. Distributors.

PISHOP'S STORTFORD (Herts).—Chantry Garage (Rorthgate) Ltd., Northgate End. Tel. 1124.

Main dealers.

DURNEMOUTH (Hants).—Keystone Oarage, Ltd.,
DURNEMOUTH (Hants).—Keystone Oarage, Ltd.,
Exeter Rd. Tel B'mouth 24433/4/5, Distributors
CHELMSFORD (Essex).—Cambridge Motors, Springfield Rd. Tel 4/31. Distributors,
CHESHAM (Bucks).—O. Marshall & Sons, Ltd.,
CHESHAM (Bucks).—O. Marshall & Sons, Ltd.,
CHESHAM (Bucks).—Governorment of Chesham (Bucks).

OLICHESTER (Essex).—Service Garage (South
Eastern). Ltd., 85. East Hill Tel. 2772. Main
dealers.

CROYDON (Surrey).—Bale & Co., Ltd., 57-59, South End. Croydon 3131. Distributors. CROYDON.—Crowdon Autorams, Ltd., 344-352, London Rd. Tel Thornton Heath 8426. Dealers.

DERBY & DERBYSHIRE.—W. Cragg. Ltd., 43-49.
Mansfield Rd Tel 44025. Distributors. EPSOM (Surrey). - Wilsons Automobiles & Coachworks, Ltd., 1, Dorking Rd. Tel. 3901.

GORLESTON (Norfolk).—Boshler of Norwich (Distributors), Ltd., High St. Tel. 23. Distributors. HAMPSTEAD.—C.N.K. Motors, 353. Finchley Rd., London, N.W.3. Tel. Hampstead 5712. Retail

PSWICH (Suffo:k).—McNamara Motors, Ltd., St. Helens St. Tel 56363 (4 lines). Distributors. KINGSTON-UPON-THAMES.-T. W. Hollidge, Ltd. 46, London Rd Kingston 6201/2/3. Agents.

L EIGH-ON-SEA (Essex).—D. Malcolm (Leigh-on-Sea), Ltd., 939-953. London Rd. Tel, 72333. Main area LONDON, W1 -T. N. Kendall & Co., 26-30, Port-man Close, Baker St. Welbeck 4732, Agents. LONDON. W.4.—Shrimptons Motors. Ltd.. 137-142. Chiswick High Rd. Tel. Chiswick 6159. Distributors.

LONDON, W.11.-John S. Truscott, Ltd., 173, West-bourne Grove Bayswater 4274, Retail dealers, LONDON, N.11.-L. H. Spring & Co., Friern Barnet Garage, Co'ney Hatch Lane. Enterprise 7667.0321.

LONDON, S.W.1 -C. G. Norman (Westminster), Ltd. 31, Vauxhall Bridge Rd VICtoria 2211. Dis-

LONDON, S.W.1.—Richards & Carr, Ltd., 132, Sloane St. SLOane 6165. Retail dealers. READING Brics'.—Caversham Motors (1920) Ltd., 18-28. Church St., Caversham. Reading 71545/6. Main agents.

ROTTINGDEAN (Brighton).—Hamiltons (Rotting-dean). Ltd., West St. Rottingdean 2634. Retail

SEND (Surrey).—Connaught Engineering. Portsmouth Rd. Tel. Ripley 3122 Distributors.

SOUTHAMPTON (Hants).—Criterion Garages, Ltd., 69-70, St Mary's Rd. Tel. Southampton 22310. VIRGINIA WATER (Surrey).-Gavin Fairfax, Ltd., Wentworth Service Garage Wentworth 3154. WALTON-ON-THAMES (Surrey).—H.W. Motors, Ltd (George Abecassis) Tel. 20404. Dis-

WOLVERHAMPTON (Staffs).—Penn Motor Services.
Ltd. Penn Rd Tel 36632. Distributors WORTHING (Sussex).—Worthing Motors, Ltd., Broadwater Rd. Worthing 71. Distributors

COOPER SURBITON (Surrey).—Cooper Car Co., Ltd., 243.

CAR NEW SECTION CONTINUED



BOURNEMOUTH (Hants).—Spink (Bournemout 25405. Daimler distributors Bournemout 25405. Daimler distributors

25405. Daimier distributors

BRIDGWATER (Somerset).—Vearncombes Motors.
BRISTOR MATER (Somerset).—Warncombes Motors.
CARDIFF,—Morsmith Motors, Ltd., 41, Frederick St.
CROYDON.—Donald Vince & Co., Ltd., 158-162, London Rd. Tel. Croydon 1147/8. Main agents.
ORKING (Surrey).—Dorking Motor Co., Ltd., 158-162, Condon Rd. Tel. Croydon 127/8. Main agents.
ORKING (Surrey).—Dorking Motor Co., Ltd., 158-162, Condon Nd. Motor Co., Ltd., 158-162, London Nd. Tel. Croydon 1147/8. Main agents.

LONDON, W.1.—Stratstone, Ltd., 40. Berkeley St. Tel, Mayfair 4404. Distributors.

MAYFAIR. W.1.—Charles Follett, Ltd., 18. Berke-ley St Mayfair 6266/7/8. Retail dealers. PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9888. Distributors. TUNBRIDGE WELLS (Kent).—Stevensons Motors, Ltd., London Rd. Tel. Tunbridge Wells 3440.

DE SOTO

WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345, High Rd. Wembley 3903, 8691 & 4422. London area distributors. DODGE

WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345. High Rd. Wembley 5903, 8691 & 4422. London area distributors.

BRADFORD.—Charles Sidney Ltd., 39, Westgate.

CARDIFF.—Raiphs Garages (Cardiff), Ltd., Cathedral Rd. Tel. Cardiff 29239. Distributo CHELMSFORD (Essex) —Cambridige Motors, Spring-field Rd. Tel. 4881. Distributors. DENHAM (Bucks).—Denham Motor Sales, Ltd., Oxford Rd. Denham 2678. Distributors.

SLEWORTH (Middx).—A.F.N., Ltd., Falcon Works, London Rd. Tel. Isleworth 1011. Special retail PAIGNTON (Devon).—Rogers' Garage. Tel. Paignton 59487. Distributors.

TAVISTOCK (Devon).—Bere Alston Motors (Tavistock), Ltd., West Bridge, Tel. Tavistock 2283.

Distributors.

D.K.W. AUTO UNION

SUNDERLAND,—Mill Garages (Sunderland), Ltd.,
Newcastle Rd. Tel. 59225/6. Distributors.

FAGEL VEGA

WALTON-ON-THAMES (Surrey).—H.W. Motors,
Ltd. (George Abecassis) Tel. 20404 Distributors.

FIAT

BEXHILL-ON-SEA (Sussex).—Glyne Gap Service
Station. Tel. Bexhill 3557. Agents.

CHELMSFORD (Essex).—Sewell & Ring, Ltd., Springfield Rd. Chelmsford 2145 & 2230. Dis-DENHAM (Bucks).—Denham Motor Sales, Ltd., Oxford Rd. Denham 2678. Distributors.

DUNSTABLE (Beds).—Lockharts Service Depot. Ltd.. 12-16, Chiltern Rd., Tel. Dunstable 1885. Distri-

DUNSTABLE (Nr.) Beds.—Allan Moore (Edlesbor-ough), Ltd., Pine & Broomstick Garage. Eaton Bray 259. Dealers. EVESHAM (Nr.).—Black & White Garages (Harvington), Ltd., Harvington. Harvington ?31 & 231.

FARNHAM (Surrey).-Wright Motors, East St. Farnham 5414. Retail dealers.

FLEET (Hants).—R D. Sheehan (Fleet), Ltd., Fleet Rd. Tel. 325. Retail dealers. GILLINGHAM (Kent).—Autoyachts, Ltd., Pier Rd. Tel. 52333 4. Distributors.

GORLESTON (Norfolk).—Boshier of Norwich (Distributors), Ltd., High St. Tel. 23. Distributors. HERSHAM, Nr. Walton (Surrey).-Anthony Crook Motors, Ltd., The Roundabout. Walton 23644.

PSWICH (Suffolk).—Revetts. Ltd., St Margarets Green. Tel. 54556 & 56950 Distributors.

ONDON, W.1.—H. C. Paul, Ltd., \$2, Bruton Place, Berkeley Square. Mayfair 0821. Main agents.

I ONDON, W.1.—M.P.H.W. Sales, Ltd., 25, Piccadilly. Tel. Gerrard 6055. Distributors.
ONDON, W.2.—Mayfair Garaxes, Ltd. Bishops Bridge Rd. AMBassador 1061 (4 lines). Main LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Tel. Mountview 5228. Dis-

LONDON, N.20.—T. P. Breen, Ltd., 1416 High Rd., Whetstone, Hillside 7741. Distributors. London, S.W.1.—Gordon & Glynn, 79, Cadogan Lane, Sloane St. Sloane 8326. Retail dealers

LONDON, S.W.1.—Richards & Carr, Ltd., 132, Sloane St. SLOane 6165. Retail dealers. L ONDON, S.W.3.—M.P.H.W. Sales, Ltd., 242, Brompton Rd. Tel. Knightsbridge 8711. Distributors. MANCHESTER, 14.—Anderson's Garage, Ltd., Egerton Rd., Fallowfield. Rusholme 2866. Dis-

MIDDLESEX.—Pinner View Motors, Ltd., Pinner View, Harrow, Harrow 3510. Area dealers. MORDEN (Surrey) -Elm Autosales, Ltd., 28-30, Abbotsbury Rd. Mitcham 7122. Retail dealers. NEWCASTLE-UPON-TYNE.—Irvine Motors (New-castle), Ltd., Gallowgate Garage, Gallowgate, Tel, 26272. Distributors. PEACEHAVEN (Sussex).—West End Garage, South Coast Rd. Tel. Peacehaven 2367. Retail dealers. FIAT-Continued

PLYMOUTH.—Vospers Motor House (Plymouth), Ltd., Coburg St. and Old Town St. Tel. 64277 (5 lines). Distributors.

PORTCHESTER (Nr. Portsmouth) Hants.—Huxlord & Son, Ltd., West St. Cosham 70222/3 Distri-SEND (Surrey).—Connaught Engineering, Portsmouth SEND (Ed. Ripley 3122. Distributors. SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, Lodge Rd. Tel. 25518/9. Distributors.

SOUTHPORT.—Russells Garages (Southport). Ltd., 258-262, Liverpool Rd. Birkdale. Southport 68656.

STOCK, Nr. Ingatestone (Essex).—Mill Rd Garage, Tel. Stock 274. Retail stockist. WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345, High Rd. Wembley 3903, 8691 &

Ltd., 345, High Rd. Wembley 3903, 6691 & 4422. Distributors.

WESTON-SUPER-MARE (Somerset). — Shrubbery Garages, 55, 47 & 64, Upper Church Rd. Tel. 1080, Retail dealers.

VIMBLEDON, S.W.19.—The Spur Garage & Service Station, Ltd., 39, Hartfield Rd. Liberty 4009.

FEOVIL (Somerset).—L. R. Guppy & Son. Babylon Hill. Yeovil 2276/7. Distributors.

FORD
A BERDEEN.—Cordiners Garage, Ltd., Menzies Rd.
Tel. 52206 (4 lines). Main dealers.

A BERDEEN.—The Harper Motor Co., Ltd., Holbura Junction. Tel. Aberdeen 25357. Main dealers.
A LDERSHOT (Hants).—Vick Brothers, Ltd., Grosvenor Rd. Tel. 2465. Main dealers.

A MERSHAM (Bucks).—G. Marshall & Sons, Ltd., Woodside Rd. Amersham 514 Main dealers. A SHFORD (Kent).—County Motors (Ashford), Lid., Beaver Rd. Ashford 1880 (5 lines). Main

BARNSTAPLE (Devon).—Taw Garages, Ltd., New Rd. Tel. Barnstaple 4173/4/5/6 BATTERSEA, S.W.11.—Red Rics Automobiles, Ltd., 58, Battersea Bridge Rd. Battersea 6171. Retail

dealers.

BAYSWATER, W.2.—Dagenham Motors, Ltd., 114,

BYMATER, W.2.—Dagenham Motors, Ltd., 114,

BEXLEY (Kent).—Westmount Garage, Blendon Rd.

BIRMINGHAM.—Bristol Street Motors, Ltd., 156
BIRMINGHAM.—Bristol Stratford Rd. Midland 2777 (20

BIRMINGHAM.—Wheelers Garage (Birmingham), Ltd., 774, Bristol Rd. South, Northfield. Tel. Priory 1176. Retail dealers.

BIRMINGHAM. 12.—Oliver U. Tallett, Ltd., 361-5, Moseley Rd. Calthorpe 1131/2. Retail dealers. BIRMINGHAM.22B.—Charnwood Garage (B'ham), Ltd., Wellhead Lane, Perry Barr. Birchfields 4240. Retail dealers.

BOGNOR REGIS (Sussex).-W. Jones & Sons, Lennox St. Tel. 2166. Main agents.

BRIDPORT (Dorset).—The Harbour Garage, West Bay. Tel. 2492. Retail dealers.

BROMLEY (Kent).—Soans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4664. Main dealers.

CANTERBURY (Kent).—Hallet's of Canterbury, Ltd., Cast. Dunstans St., Tel. Canterbury 2275/6.

CASTLE CARY (Somerset).—Four Elms Service Station. Tel. Castle Cary 310. Retail dealers. CATFORD, S.E.6.—Dagenham Motors, Ltd., 5-6, Central Parade, Hither Green 6161. Main dealers.

CHELMSFORD (Essex).—Cambridge Motors, Spring-field Rd. Tel. 4881. Dealers. CHELWOOD GATE (Sussex).—Mid-Sussex Garage, Ltd. Tel. Chelwood Gate 20/21 & 82. Retail

CHICHESTER (Sussex).-D. Rowe & Co., Ltd., The CHIDDINGFOLD (Nr. Godalming, Surrey).—Manna Garage, Ltd. Tel. Chiddingfold 163/4. Retail

CHISWICK, IONDON, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Retail dealers.

CLAPHAM JUNCTION.—Naylor & Root, Ltd., 250,
Lavender Hill, S.W.11. Tel. Battersea 2252.

Retail dealers.

COCKFOSTERS (Heris).—Broadfields Garage & Engineering Co.. Ltd., Standard House. Tel. Barnet 7301.
COULSDON (Surrey).—H. Harmer (Coulsdon), Ltd., 272, Chipstead Valley Rd. Downlands 2255.

Retail dealers.

CROSS HANDS (Llanelly).—George Rees & Sons,
Ltd. Tel. Cross Hands 261/2. Main dealers. CROWBOROUGH (Sussex).—Gilbert's Garage, Warren Rd. Tel. Crowborough 131. Retail Dealers.

CROYDON (Surrey).-Hubert Dees, Ltd., 15-19, Brighton Rd. Croydon 6011. Main dealers. CROYDON.—Leathwood's Garages, Ltd., 203. St. Jumes' Rd. Tel. Thornton Heath 8222. Retail

DORKING (Surrey).-F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Area dealers.

DUBLIN.—Walden Motor Co., Ltd., 172, Parnell St. Tel. 47831. Main dealers. DUMFRIES.—MacKnight (Motors), Ltd., Hoods Loaning, Tel. Dumfries 1621/2, Main dealers.

ELTHAM, S.E.9.—Dagenham Motors, Ltd., 729, Sidcup Rd. Tel. Eltham 0131. Main dealers. EAST HORSLEY (Surrey).-John Claydon, Ockham Rd. South. Tel. 400. Retail dealer

CKNAM Rd. South. Tel. 400. Retail dealers. EXETER.—Devon Motors, 135, Cowick St. Tel. 77266.

FALKIRK.-John M. Millar, Ltd., Callendar Road Garage. Tel. Falkirk 717. Main dealers. FAREHAM (Nr.) (Hants).—Fountains Garage, Hoeford. Tel. Fareham 2648. Retail dealers. FARNBOROUGH (Kent).—Epps Bros., Green St. Green. Tel. Farnborough 55551/2/3. Retail

FLEET (Hants).-R. D. Sheehan (Fleet), Ltd., Fleet, Rd Tel. 325, Retail dealers

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NEW CAR SECTION CONTINUED



FORD -Continued

LONDON, S.W.5.—Tankard & Smith (Chelsea), Ltd. 194-198, Kings Rd. Flasman 4801 (5 lines). Re-tail dealers.

LONDON, S.W.5. R. C. Wimbush, Ltd., 312 Earls Court Rd. Fremantle 8401

LONDON, S.W.6.—Rawlings Tudor Garage, Ltd., 923-931 Fulham Rd Tel. Renown 2281/3 Dealers

L 931 Fulham Rd Tel. Renown 2281. 5 Dealers ONDON. S.W.7.—Rawlings Brothers, Ltd., 87, Cromwell Rd Fremantle 8161 (10 lines)
ONDON. S.W.8.—Gee Cars. Ltd., 60-62, Queenstown Rd Macaulay 5365. Retail dealers.
ONDON. S.W.6.—M T Lane Autos, 98-100. South Lambeth Rd. Macaulay 2546 Stocking dealers.
ONDON. S.W.16.—Bertram Cowen, Ltd. 1-5. Hermitage Lane, Streatham. Tel. Pollards 2100
ONDON. S.W.17.—Blue Star Garages, Ltd., 666, Garrett Lane. Wimbledon 5051/2/3 Retail dealers.

ONDON, S.W. 17.—P. H. Peacock, Ltd., 219-221, Balham High Rd. Balham 1271 Main dealers.

ONDON, S.W. 13.—Allan Taylor (Motors), Ltd., 126, Wandsworth Figh St. Vandyke 7222 (10 lines)

LONDON S.W.18, Trinity Cars, Ltd., 94, North Side, Wandsworth Common Vandyke 1166 Re-

Kall dealers. (Berke) —Stevensons (Automobile) Sarés, Ltd., Station Approach. Maidenhead III Sarés, Ltd., Station Approach. Maidenhead III MALDON (Essen) Doc Bros (Motors), Ltd., Spitzi Rd., To 535 6. Main dealers.

MANCHESTER 3.—Oren & Zonis, Ltd., 248-252, Deaussate Tel. Deaussate 5325-6. Retail

oealers.

MANCHESTER, 7.—H. E. Nunn & Co., Ltd., 282,
MANCHESTER, 7.—H. E. Nunn & Co., Ltd., 282,
Manchester, 7.—H. E. Nunn & Co., Ltd., 282,
Marylar, 81, 282,
Marylar, 2826, 7.
Marylar, 2826,

MILL HILL, N.W.7. Blue Star Garages, Ltd., 555-557 Watford Way Mill Hill 6767 Retail

NEW ROMNEY (Kent) - Avenue Garage (Prop D C Coull) Littlestone New Romney 2184 Refail

OBLAM (Hampshire) —J. E. Chapple & Co. High OBLAM (Hampshire) —J. E. Chapple & Co. High St. Tel. Odiham 294 Retail dealers OXPORD Hartwell's of Oxford, Ltd., 265-265, Ban-bury RG. Tel. Oxford 50251 Main dealers OXTED (Surrey) —G. Rice Bros. Ltd. Tel. Oxted \$255, Retail dealers.

5255. Retail dealers.

PRACEHAVEN (Sussex).—Hazeldine Garage Ltd., Telscombe Cliffs. Tel. 2250.

PRABURY (Kent).—Fembury Car Saies Ltd., Hastings Rd. Tel. 594. Retail dealers.

PETWORTH (Sussex).—Harwoods Garage (Petworth). Ltd., The Square. Petworth 222.2 5 Retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd. Marsh Rd. Tel. Pinner 9888. Main stockists.

DLYMOUTH.—Vossers Motor Busse (Plymouth).

PLYMOUTH.—Vospers Motor House (Plymouth). Coburg St. & Old Town St. Tel. 64277 (5 lines). Retail dealers.

READING (Berks). Loddon Bridge Motors, Ltd., Rearley, Nr Reading, Reading 61602 Retail

RICKMANSWORTH (Herts). Bridge Motors, Church RSt. Rickmansworth 2582, Dealers. RYE (Sussay).—Tolhate Garage Winchelsea Rd Tel. 3105. Dealers.

SAFFRON WALDEN (Essex).—Cleales, Ltd., 10, King St. Tel. 3203 6 & Haverbill 285/6/7. Main dealers

St. 1el. 2005 6 & Harbert Auto Sales, Ltd., 193.

St. Albans (Herts).—Harber Auto Sales, Ltd., 193.

Hatfield Rd. St. Albans 54412. Retail dealers.

SALTASH (Cornwall).—Saltash Garages New Rd.

Tel. Saltash 2243 4 Retail dealers.

SAWBRIDGEWORTH (Herts) — J Dixon & Son (Garages), Ltd High Wych Tel 2072 (2 lines) Retail dealers.

SAXMUNDHAM (Suffork).—Wightman's Fei, Saxmundham 2067.

SEVENOAKS (Nr.).—Fox's Garages, Badgers Mount Tel. Badgers Mount 218. Stocking dealers. SEVENOAKS (Kent). Sennocke Engineering Co., Ltd. The Vine. Tel. Sevenoaks 2341/2 Main

dealers.
Sidoup) (Kent).—Hubert Dees (Sidoup), Ltd. Sidoup
By-Pass. Foots Cray 5676 Main dealers.
SOUTHAMPTON (Hants).—Ivor Creek. Ltd., Nichols
Road Garages Tel. Southampton 23440. Area

SOUTHAMPTON (Hants).—Rainsley & Wells, Ltd., St. Denis Rd. Tel. 54633 Retail dealers.

SOUTHSEA (Hants).—Seals of Southsea, Ltd., 67, Shighland Rd., Portsmouth 32222, Stocking dealers.

STAINES (Middx).—Crimble of Staines 10, Kingston Rd. Tel. Staines 1143/5.

Ton Rd. Tel. Staines 1145-5.

SNewcastle Rd. Tel. SSEE's Retail dealers.

UTTON (Surrey).—R. Pratt. Ltd.. 268-270. High St.

Vigilant 4456. Main dealers.

UTTON COLDFIELD (Warwickshiret.—Chambers of Sutton, Ltd., 65. South Parade Tel. 4473-4-5.

Taplow (Bucks).—Maidenhead Autos, Ltd., Bath Rd. Tel. Maidenhead 444 & 4900. Retail dealers. TROWBRIDGE (Wilts).—E Dennis (Trowbridge), Ltd. Bradlev Rd Tel Trowbridge 2525 Main

FORD—Continued

TUNBRIDGE WELLS (Kent).—Stormont Engineering
Co., Ltd., 3 Mount Ephraim Tel. 20323 (6 lines).

UXBRIDGE (Middx).—Norman Reeves (Motors). Ltd., 215-218 Migh St Tel. Uxbridge 5444 Main

dealers.

WALLINGTON (Surrey).—Jack Rose Ltd. Stafford
Rd. Tel. Wallington 6677.8.

WELLING (Kent).—Blue Star Garages. Ltd.. 152,
Park View Rd. Benleyheath 5678. Retail dealers. WEMBLEY (Middx).—James Green Motors, 28-30, Watford Rd. Arnold 4567, Retail dealers.

Watford Rd. Arnofd 4567. Retail dealers.

EMBLEY (Middry).—Wenbley Auto Transport
Supply Co., Ltd. 199 Ealing Rd Wembley
9595. Retail dealers.
WEST NORWOOD, S.E. 27.—Dagenham Motors. Ltd.,
300, Norwood Rd. Gipsy Hill 7671. Main dealers.
WESTON-SUPPR-MARE (Somerset).—Grove Park
Garages Ltd. Lower Bristol Rd. Tel 17 &
2281. Area dealers.
WINCHESTER (Hants).—Ryde Abbey Motor Works.
Ltd., Hyde St. Winchester 4961. Main dealers.

WOKINGHAM (Berks).—E. P. Cadby, Handbost Corner Garage. Tel 875. Retail dealers.

WOOLWICH, S.E 18,—Dagenham Motors, Ltd., Thames House, Wellington Street Woolwich 7771. Main dealers.,

WORTHING (Sussex).—P. G. Searle & Co. High St. Tel. 6306. Main dealers YEOVII, (Somerset).—Douglas Seaton, Ltd., Clarence St. Tel. Yeovil 2131 (6 lines). Main dealers

FORD FAIRLANE
PLYMOUTH. - Vesper Motor House (Plymouth). Ltd.,
Coburg St. and Old Town St. Tel. 64277 (5 lines).

AMERICAN FORD

BIRMINGHAM Lincoln Street Motors (Birming-ham), Ltd., Lincoln St. Tel. Calthorne 5751.

ONBON, W.5.—T. Sullivan Car Sales, 113, Gunners-bury Ave., Ealing. Tel. Acorn 6911. Dealers L ONDON, N.W.5.—Scott Cars, 541-547, Finchlev Rd., Hampstead. Tel. Hampstead 8676 & 7779

LONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-96, Fulham Rd. South Kensington Kensington 4858.

SEND (Surrey).—Connaught Engineering, Portsmouth Rd. Tel Ripley 5122 Distributors
WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 545 High Rd Wembley 5903. 5691 & 4422.

Mam dealers

CANADIAN FORD

L ONDON, W.S.—Sullivan Car Sales, 113. Gunnersbury Ave., Ealing. Tel. Acorn 6911

SEND (Surrey).—Commaught Engineering Portsmouth
Rd Tel Ripley 3122 Distributors

FRAZER NASH

SLEWORTH Midds).—A.F.N., Ltd., Faicon Works,
London Rd Tel Isleworth 1011. Manufacturers.

London Rd Tel Isleworth 1011. Sandinacuters.
FRISK YSPORT
LONDON, S.E.I.S.—Wiggs & Sons, Ltd., 179a, Peckham
Park Rd Tel New Cross 1241. Main dealers
GOGGOMOBIL
BROMLEY (Kentl.—Johnson & Brown, 266-272, High
St. Ravensbourne 8841 & 7713. Distributors.

FARNBOROUGH (Hants).—Wright Motors. Camp Rd.
F. Tel. Farnborough 2523. Retail dealers.
HARROW (Midds).—Engines Reconditioned Ltd.,
533 Pinner Rd. Harrow 1269 & 5366 Area

L ONDON, W.1.—M.P.H.W. Saies, Ltd., 25 Picca-dilly, Tel. Gerrard 6055, Distributors, L ONDON, S.E.13.—United Carr Saies Lewisham Ltd., 205-7, Lewisham High Street Lee Green 9306.

LONDON, S.W.7.—Mansell & Fisher, 93-95, Old Brompton Rd. Enightsbridge 7705/6/7/8 Main London distributors

MELTON MOWBRAY (Nr.) (Lefcs.).—Lion Garages
(Nether Broughton), Ltd., Nether Broughton.
Nether Broughton 406. Distributors.

PORTSMOUTH (Hants).—John Pisher, 201-5. New Rd. Tel. Portsmouth 63143. Distributors

SALISBURY (Wiits).—Newmans (Salisbury). Ltd., Milford Garage, Southampton Rd Tel 5374 5.

SOUTHAMPTON (Hants).—Oaktree Service Station, Bursledon Rd., Scholing Tel Bursledon 250.

WITNEY (Oxon) -- Merton Garages, Ltd., 89-91, Corn St. Tel Witney 189, Distributors WOKING (Surrey).-M.P.H.W. Sales Ltd., 56, Goldsworth Rd. Tel. Woking 5522 Distributors.

W Goldsvorth Rd. Tel. Woking 5522 Distributors.

WOLVERHAMPTON (Staffs).—Penn Motor Services,
Ltd. Penn Rd Tel. 36652 Distributors.

HEINKEL

BRACKNELL (Berks).—Jim Sheehan, Ltd. High Sk.
Tel. Bracknell, 7668 Retail dealers.

BROMLEY (Kent).—Johnson & Brown, 268-272. High
Sk. RAVensbourne 3941 & 7713 Distributors.

ONDON, W.I.—M.P.H.W. Sales, Ltd., 25. Piccadilly Tel. Gerrard 6655. Distributors.

Long Rd. Tel. Knightsbridge 3711. Distributors.

WOKING (Surrey).—M.P.H.W. Sales, Ltd., 256.

WOKING (Surrey).—M.P.H.W. Sales, Ltd., 56.

Goldsworth Rd. Tel. Woking 5522. Distributors.

HILLMAN

A BERGELE (Denbighshire).—Slaters Garages (Aber-gele), Ltd. Tel. 2346 (PABX) Retail dealers. A SHFORD (Middx).—Ashford Motors, 102-4, Ford Bridge Rd Ashford 2040. Area dealers VLESBURY (Bucks).—Michael Christie Motors, Breester Rd. Tel. 4727. Retail dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 208, High St. Barnet 0322. Area dealers. BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd., Reading Rd Tel. 386. Main area dealers

BEXHILL-ON-SEA (Sussex).—Carter & Viner Secu-

FORD—Continued
GILLINGHAM (Dorset).—Queen St. Garage. Tel.
Gillinkham 247. Retail dealers.
GORLIMING (Surrey).—Victoria Motor Works
(Godalming), Ltd., Queen St. Tel. 2711/2. Retail

GREAT YARMOUTH (Norfolk).—Pertwee & Back. Ltd., Nelson Garage. Sou.h Quay. Tel. 2178.

GRA1 Interest of Garage. South Quay. Tel. 2178.

Interest of Garage. Interest of Garage. Ltd. 140.

Greenford Rd. Tel. Byron 1091

IEBLEY-ON-THAMES (Oxon).—The Talbot Garage. Station Rd. Tel. 222. Retail dealers.

INDHEAD (Surrey).—The Hindhead Engineering Co. Ltd. Tel. Hindhead 100.

IODDESDON (Herts).—Halley Garage. Ltd.. Ware Rd. Railey. Hoddesdon 2767 & 8805.

IOBLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd. Tel. Horley 17. Retail dealers.

IOVE. 3 (Sussex).—E. W. Lawton. Third Avenue Garage. Tel. Hove 23093. Retail dealers.

IOVE. 3 (Sussex).—E. W. Lawton. Third Avenue Garage. Tel. Hove 23093. Retail dealers.

IANGPORT (Somerset).—Somerset Motors, Ltd., Sandpits Hill. Tel. Langport 205. Retail dealer.

IEATHERHEAD (Surrey).—Bridge Motors (Leathersheid), Ltd., Guildford Rd. Tel. 2564. Retail Carage.

LONDON, W.1.—Dagenham Motors, .td., 2, Balder-ton St. Tel. Hyde Park 4070, Main dealers.

ONDON, W.1.—Dagenham Motors, Ltd., 56. Park Lane Tel. Hyde Park 4966. Main dealers. ONDON, W.1.—T. N. Kendall & Co., 26-50. Port-man Close, Baker St. Welbeck 4732. Retail dealers.

LONDON. W.1.—Taylor & Crawley, Ltd., 42a, South
Audley St., Mayfair, Grosvenor 6881 4. Retail

LONDON, W.1.—University Motors, Ltd., 80, Picca-dilly. Tel. Grosvenor 4141. Retail dealers.

LONDON, W.2.—R. S. Currie & Co. Ltd., 105, West-bourne Grove. Bayswater 6085.

LONDON, W.2.—Lyttelton Garage. Ltd. Lwtelton Rd. Hampstead Garden Suburb. Speedweil 3500. LONDON. W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave. Tel. Acorn 3224/5. Retail

dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Retail dealers. London, W.10.—Notting Hill Garage, Ltd., Malton London, Cambridge Gardens, Tel Ladbroke 1155. London, W.11.—John S. Truscott, Ltd., 173, West-bourne Grove. Bayswater 4274 Retail dealers. London, W.12.—Conway Motors, 299-309, Goldhawk Rd. Shepherds Bush Riverside 4872/3 Retail

dealers.

ONDON. W.C.1.—The Museum Super Garage, Ltd., L12. West Central St., New Oxford St. Temple Bar 6907. Retail dealers.

ONDON, N.W.1.—Nash Concessionaires, Ltd., Albany LS., Euston 5558,9. Retail dealers.

ONDON, N.W.1.—Regent's Park Garage, 59-61.

Recent's Park Rd. Primrose 3305. Retail dealers.

ONDON, N.W.6.—M. E.T. Garages, Ltd., 409, Kilburn Bulgh Rd. Maida Vale 4801.2.5 & 7082. Retail dealers.

dealers.

ONDON, N.1.—Highbury Corner Motor Co., Ltd., 113-120, Canonbury Rd., Islington. Canonbury 2464. Main dealers.

L Stead Lane, Highgate. Motors Ltd., 1, Hamp-dealers. Motors Ltd., 1, Retail dealers.

LONDON, N.S.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401.

Retail dealers.

ONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey Tel. Mountview 5228. Stock-

ing agents. N.11.— L. H. Spring & Co., Friern Barnet OND Street, Colley Haftch Lane Enterprise 7687 & 620 Street, Colley Haftch Lane Enterprise 7687 & 620 Street, Colley Haftch Lane Enterprise 7687 & 620 Street, College Haftch Lane Enterprise 7681 & 620 Street, College Haftch Lane 1881 & 620 Street, College Haftch Called Haftch Lane 1881 & 620 Street, College Haftch Called Haftch Lane 1881 & 620 Street, College 1881 & 620 Street

LONDON, S.E.1 - Dispatch Motor Co., Ltd., 114. Southwark Bridge Rd Water os 5881 & 4959. Main dealers.

ONDON, S.E.I.—Hotchkiss Garages, 450, Old Kent
Rd., I. Glengail Rd., Bermondsey 1377/8. Retail

LONDON, S.E.5.-M. A. Autos (Ruskin Park), Ltd., 123, Denmark Hill Brixton 0870 & 0878/9. Re-LONDON, S.E.12.—Bellamy's (London), Ltd., 2.
Burnt Ash Hill. Lee Green 4821/2. Retail dealers. LONDON, S.E.14.—New Cross Motor Co. (London). Ltd., 182 New Cross Rd. New Cross 0588 Stock-

LONDON, S.E.14.-M B. Motors, 354-336. New Cross Rd. Tideway 3779. Main agents,

ONDOM, S.E.18 -- Springall, Ltd., 166-168, Plum-lated Common Rd. Woolwich 5313 Retail dealers ONDOM, S.E.20.—Harold G. Cole & Co., Ltd., An-caster Garage, Croydon Rd., Penge. Sydenham LONDON, S.E 22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd New Cross 2456 & MO4. Retail dealers.

LONDON, S.E. 26.—Hillie Motors, Ltd., 144-156. Dartmouth Rd. Forest Hill 9351/2 & 2432. Retail LONDON, S.W.1.—Clarke & Simpson Ltd., 49. BIGGLESWADE (Beds).—R. F. Newman, Dunston Corner Gasage, London Ed. Tel. 3132. Agents, BIRKENHEAD.—K:rbvs. Ltd., Woodchurch Rd. Prenton. Tel. Mountwood 2205. Main dealers.

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NEW CAR SECTION CONTINUED



HILLMAN—Continued

LONDON, E.10.—Perkips Garages, Ltd., 439-451.

High Rd. Leytonstone 3366. Retail dealers. LONDON, E.11.—Nightingale Motors, Ltd., Nightin-gale Lane. Wanstead 5155 Authorised dealers. LONDON, S.E.1.—Contay Motor Works, Ltd., 164s. Southwark Bridge Rd. Waterloo 6162/3. Retail LONDON, S.E.1.—Hotchkiss Garages, 450, Old Kent Rd., 1. Glengall Rd. Bermendsey 1377/8. Retail

LONDON S.E.3.—Thomas Head & Co., 15-25, Dela-court Rd. Greenwich 0556. Retail dealers. LONDON, S.E.S.-M.A. Autos (Ruskin *ark), Ltd., 123, Denmark Hill. Brixton 0870 & 0878/9, Re-London, S.E.6.—Carris Motors, Ltd., 104-106, Bromley Rd., Catford. Tel. Hither Green 3451.

LONDON, S.E.15.—Freeman Motors, Ltd., 33, Copeland Rd. New Cross 5381/2 & 5595. Retail ONDON, S.E.15.—Regal Garage (Old Kent Road), Ltd. 814, Old Kent Rd. New Cross 4966. Area ONDON.

LONDON, S.W.15.—Red Lion Garage (Barnes), Ltd., 4. Castelnau, Barnes Riverside 1468. Retail

dealers.

ONDON, S.W.18.—Walter Sheehy, 89, East Hill,
Wandsworth. Tel. Vandyke 2288. Retail dealers. LONDON, S.W.19.—Burt's Motors, I. High Colliers Wood. Liberty 8232. Retail dealers LONDONDERRY, N.I.—Autoservices (N.I.), Ltd., Rossdowney. Tel. Londonderry 3117.

MAIDENHEAD (Berks).—Sawfords Garage, Bray-wick. Tel. Maidenhead 724. Retail dealers. MALVERN (Wores.).—Bowman & Acock. Ltd., Picklersleigh Garage, Worcester Rd. Tel. 262.

Main agents.

MUCH HADHAM (Herts).—William Hodge & Sons.
The Garage, Much Hadham 58. Retail dealers NEWPORT (Mon).-F. N. Morgan & Co., Ltd., 57, Chepstow Rd. Tel. 58411. Main dealers.

NEWTON MEARNS (Renfrewshire).—Andersons (Newton Mearus), 268, Ayr Rd. Tel. 2271. Main

OXFORD.—Ring's Arms Garage, 281, Banbury Rd. Tel. Oxford 58167. Retail dealers. PADDOCK WOOD (Kent).—Springetts Garage. Tel. 450. Retail dealers.

PETTS WOOD (Kent).—Dunstonian Garage, Station Square. Tel. Orpington 24232. Area dealers. PINNER (Middx).—Northwood Hills Motor Co., Joel St., Northwood Hills. Northwood 3271/2. Area

PLYMOUTH (Devon).—The Peverell Garage, Ltd., Weston Park Rd. Tel. 63820 & 63911. Retail dealers.

Potters Bar (Middx).—Regent Garage, 17. High
St. Tel. 2139. Retail dealers.

RAINHAM (Essex).—Silverline Garage, Ltd., New
Rd. Tel. 3521. Retail dealers,

READING (Berks) .- Reading Garage Co., Ltd., Cork St. Tel. 55755.

REEPHAM (Norfolk).—Boshier of Norwich (Distributors), Ltd., Whitwell Rd. Tel. 295. Retail dealer. ROMFORD (Essex).—Romford Commercial Cars. 20-28, London Rd. Romford 45844/5/6/7. Area

dealers.

R OMFORD (Essex).—Harold Webb Motors, Ltd.,
Roneo Corner, Hornchurch Rd. Tel. Hornchurch
48931/2. Retail dealers.

R OMFORD (Essex).—The Links Garage, Collier Row.
Tel. Romford 48952. Area dealers.

SAFFRON WALDEN (Essex).—Raynham & Co., Ltd., The Motor House, High St Tel. 2334/5, Retail SANDERSTEAD (Surrey).—Sanderstead Motors, Ltd...
Limpsfield Rd. Tel. 1133/4 Retail dealers.

SANDHURST (Berks).—M. Tasker-Parkin, Ltd. Crown Garage. Tel. Yateley 3252. Retail dealers SHEFFORD (Beds).—Simpson's Garage, Ampthill S Rd, Tel, Shefford 244 & 242. Retail dealers, SITTINGBOURNE (Kent).—Aerocars, Key St. Tel. Newington 411. Retail dealers.

SONNING-on-THAMES (Berks).—Sonning Auto Services, Ltd., High St. Sonning 3274. Retail

Gesierr Harrow (Middx).—Kar Sales, Shaftesbury
Gesierr Harrow (Middx).—Kar Sales, Shaftesbury
House Northolt Rd. Byron 5544, Dealers,
OUTHAMPTON (Hants).—Ivor Creek, Ltd., Nichols
Goad Garages Tel, Southampton 23440, Area

dealers.

STEIN (Lancs).—Kirbys, Ltd., 91, Lord St.

SUNDERLAND.—Mill Garases (Sunderland), Ltd.,

SUNDERLAND.—Mill Garases (Sunderland), Ltd.,

SURBITON (Surrey).—H. Taylor & Co., 1-2, The

Crescent Elmbridge 0031 (2 lines). Area

dealers

HILLMAN-Continued

SWANAGE (Desset).—Newton Servicentre. St. Tel. Swanage 2877. Retail dealer TUNBRIDGE WELLS (Kent).—The St. Johns Motor Co., Ltd., 62-64, St. Johns Rd. Tel. 20619. WADHURST (Sussex).—Wm. Gadd & S. St. Tel. Wadhurst 28. Retail dealers WAKEFIELD (Yorks).—K. Burdin, Ltd., Northgate. Wakefield 2641 Rootes Group dealers.

WATFORD (Herts).-Watford Motor Co., Ltd., 201-3, High St. Tel. 28246. WATTON (Norfolk).—L. A. Pilch. Wayland Garage, Thetford Rd. Tel. 286. Retail dealers.

WESTON-SUZER-MARE (Somerset).—Richard Ivens WEYBRIDGE (Surrey).—R. J. Shanks & Co., Ltd., Baker, St. Weybridge 2288 (3 lines). Area

WILLITON (Somerset).—Somerset Motors, Ltd. Tel. Williton 11. Retail dealers.

WINDSOR (Berks). -J. Martin (1914), Ltd., 103, St. Leonards Pd. Tel, 349 & 1068, WOKING (Surrey).-L P. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Retail dealers.

HUMBER ABERGELE (Denbighshire).—Slaters Garages (Abergele), Ltd. Tel. 2346 (PABX), Retail dealers. A YLESBURY (Bucks).—Michael Christie Motors, Bicester Rd. Tel. 4727. Retail dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 0322. Area dealers. BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd., Reading Rd Tel 386, Main area dealers.

BIRKENHEAD.—Kirbys, Ltd., Woodchurch Rd., Prenton. Tel. Mountwood 2205. Main dealers.

BIRMINGHAM, 22B.—Charnwood Garage (B'han) Ltd., Wellhead Lone, Perry Bar, Birchfields 4240, Retail dea.ers.

BLACKPOOL (Lancs).—Kirbys, Ltd., 292. Church
St. 1el. B.ackpool 23485 Main dealers.

BOOKHAM (Surrey).-West Surrey Motors Ltd., Gouldford Rd., Tel. Bookham 230, Retail dealers DURNEMOUTH (Hants).-George Hartwell Ltd., 35-41. Holdenhurst Rd. Bournemouth 26566. Main

BOURNEMOUTH (Hants).—Scientific Motors (Hourne-mouth) Ltd., Exeter Rd. Bournemouth 232545.

BRISTOL, 1 -The Cathedral Garage, Ltd., College Green. Tel 20051 (10 lines). Distributors.

BYFLEET (Surrey).—Noel Roscoe-Ltd., High St. Tel. 270 & 4199. Exclusive Rootes dealers, COBHAM (Surrey).—Central Garage (Surrey) Ltd., Portsmouth Rd Cobham 306 & 5239. Retail dealers.

OULSDON (Surrey).—Harmer Service Station Ltd., 183-131, Chipstead Valley Rd., Downland 2255/6. Retail dealers.

COVENTRY (Warwickshire).—Morton's Garage Lid.,
81. Binley Rd Tel 53351/8, Retail dealers

COWLEY (Nr. Uxbridge) (Middx).—Times Garages Ltd., High St Uxbridge 6521. Retail dealers. CROYDON.-W. Shirley & Sons. 17, Montague Rd. Tel. C:oydon 8341.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd.
Croydon 2115 & Area dealers.

EALING. W.5.—Ea., ng Motor Company, 13-14, The
Mall. Tel EALing 1132

EDINBURGH.—James Ross & Sons (Motors). Ltd., Lochrin. Tollcross Fountainbridge 1555. Main

ENFIELD (Middx).-Lyne Frank & Wagstaff Ltd., Lon lon Rd. Enfield 1203/4/5, Area dealers.

FARNBOROUGH (Hants).—Crescent Service Station, Mytchett Rd., Mytchett Farnborough 2164. Retail

GOSPORT (Hants).—A.dridge & Riddle (Gospot Ltd 15, Clarence Rd. Tel. 81381. District dealer GUILDFORD (Surrey).—A. Gray & Co. Ltd., 7-8. Wood midge Rd. Guildford 2885, Main dealers.

HATFIELD (Herts).-W. Waters & Sons Ltd., Barnet-By-Pass. Tel. Hatfield 2711. Main dealers PSWICH (Suffolk). Howes & Sons Ltd., St. Georges St. Ipswich 52296/7 Main dealers, KINGSTON-UPON-THAMES.-H. Taylor & Co., 135, London Rd. Kingston 1263 (6 lines).

L IVERPOOL -Kirbys Ltd., 52/58, Renshaw St. Tel. Liverpool Royal 3567, Main dealers.

L ONDON, W.1.—Jack Alpe, 50. Marylebone High St. Tel Welbeck 1124. Retail dealers. ONDON, W.6.—Nonmand Ltd., 405-9, King St. Tel. Riverside 3665/6. Retail dealers.

LONDON, W.11.-G. E. Widden & Co. Ltd., 10, Blechynden Mews, Lancaster Rd. Park 4949 Retail LONDON, W.12.-D. Creed Ltd., 176, Goldhawk Rd. Shepherds Bush 2812, Retail dealers.

L ONDON, N.W.6.-M. E. T. Garages Ltd., 409, Kilburn High Rd. Maida Vale 4801/2/3 & 7082. Retail

L ONDON, N.1.—Cattermoles (Garages) Ltd., Pentonville Rd Terminus 1001, Retail dealers LONDON, N.2.-W. S. Down Ltd., Great North Rd., E. Finchley Tudor 9783/4. Retail dealers.

ONDON, N.12.—Lindsay Brothers Ltd., 923-925.

High Rd., Finchiey. Hillside 1022, Area dealers.

ONDON, N.17.—Robert Chiddey Ltd., 658. High Rd.

Tel. Tottenham 8811 Area dealers.

ONDON, E.1I.—Nightingale Motors Ltd., Nightingale dealers.

Lane. Wanstead 5155. Authorised dealers.

Southwark Bridge Rd Waterloo 6162/5 Retail dealers.

LONDON, S.E.1.—Hownkiss Garages, 450, Old Kent Rd. 1 Glengall Rd. Bermondsey 1377/8 Retail dealers. LONDON, S.E. 5 -M.A. Autos (Ruskin Park). Ltd., 123, Denmark Hill Brixton 0870 & 0878/9. Retail

BIRMINGHAM. 22B.—Charnwood Garage (B'ham), Ltd., Wellhead Lane. Perry Barr. Birchfields 4240. Retail dealers

BLACKPOOL (Lancs).—Kirbys, Ltd., 292; Church
St. Tel. Blackpool 23485. Main dealers. BOOKHAM (Surrey).—West Surrey Motors, Ltd., Guildford Rd. Tel. Bookham 230. Retail dealers. BOURNEMOUTH (Hants).—Carbery Garage, Carbery Row, Southbourne. Bournemouth 43243. Retail BOURNEMOUTH (Hants).—George Hartwell.
35-41. Holdenhurst Rd. Bournemouth 26566. BOURNEMOUTH Hants).—Iford Bridge Motor Co. Iford. Tel Christchurch 790. Retail dealers. BOURNEMOUTH (Hants).—Scientific Motors (Bourne-mouth), Ltd., Exeter Rd. Bournemouth 23254/5. Main dealers.

BRISTOL. 1—The Cathedral Garage, Ltd., College
Green. Tel. 20031 (10 lines). Distributors. BROCKENHURST (Hants).—The Garage (W. Brass). East Boldre. Beaulieu 259. Retail dealers. BROMLEY (Kent).—Bonney & Shearing, 4. Lewes Rd., Widmore Green, Ravensbourne 7346. Retail Area dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Area dealers. dealers.

BUSKHURST HILL (Essex).—Montroe Motor (N. II.
BUSKHURST HILL (Essex).—Montroe Motor (N. II.
BUSKHURST HILL (Essex).—More Read, Main All Road
Tel. 171. Roctes retail dealers.

BYFLEET (Surrey).—Noel Roscoe, Ltd., High St.
Tel. 270 & 4199. Exclusive Rootes dealers.

CHANDLER'S FORD (Hants).—Short Garages
(Chandlers Ford). Ltd., 109. Winchester Rd., Eastleigh. Chandlers Ford 2221. Retail dealers. alers.
ONDON, S.E.24.—Humphries Garages, Ltd., 51a,
Herre Hill. Brixton 2154. Retail dealers.
ONDON, S.E.26.—Maythorpe Motor Co., 42, Sydenham Rd. Tel. Sydenham 5125/4 & 6827. CLAYGATE (Surrey).—Station Garages (Claygate).

CBHAM (Surrey).—Central Garage (Surrey). Ltd..

Portsmouth Rd. Cobham 306 & 3239. Retail L ham Rd. Tel. Sydenham 5123/4 & 6827.

ONDON, S.W.4.—Wilsons Automobiles & Coachworks, Ltd., 85-97. Crescent Lane. Brixton 4011.
Stocking dealers. 7. Crescent Lane. Brixton 4011.

ONDON, S.W.7.—Brew Brothers, Ltd., 135, Old Brompton Rd., South Kensington.

ONDON, S.W.9.—Ingarfields Garage, Ltd., 243.

Brixton Rd. Tel. Brixton 0911/2. COULSDON (Surrey).—H. Harmer (Coulsdon), Ltd., 272, Chipstead Valley Rd. Downlands 2255, Retail COVENTRY (Warwickshire).—Morton's Garage, Ltd.,
81 Binley Rd. Tel.: 53351/8. Retail dealers. COWLEY (Nr. Uxbridge), (Middx).—Times Garages Ltd., High St. Uxbridge 6521. Retail dealers. CRANLEIGH (Surrey).—The Cranleigh Motor Co., Cranleigh 523. Retail dealers. CROYDON.—W. Shirley & Sons, 17. Montague Rd.
Tel. Croydon 8341.
CROYDON.—Smith Auto Co., Ltd., 145, London Rd. CTel. Croydon 8341.

ROYDON.—Smith Auto Co., Ltd., 145, London Rd.
Croydon 2115. Area dealers.

DORKING (Surreview Free Service Station, 1975)

PORTING (Surreview Free Service Station, 1975)

EALING, W.5.—Ealing Motor Company, 13-14, The Mail. Tel. EALing 1132. District dealers. MAIDENHEAD (Berks).—R. S. Mead (Sales), Ltd., 42, Queen St. Tel. 3431 2. Area dealers.

E DINBURGH.—James Ross & Sons (Motors), Ltd., Lochrin, Tollcross. Fountainbridge 1885. Main GGHAM (Surrey).—W. & I. Motors, Star Works, High St. Tel. 3838. Retail dealers. High ct. 1-858-1858 Mark dealers, y (Camba).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981 Main dealers, IFIELD (Middx).—Lyne, Frank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Area dealers. FARNBOROUGH (Hants).—Crescent Service Station, Mytchett Rd., Mytchett. Farnborough 2164, Retail FARNBOROUGH (Kent).—Hammonds & Oakwood Garages, Ltd., 348, Crofton Rd. Tel. 52044. Stocking dealers.

FARNINGHAM (Kent).—Penwarden & Frost, Ltd.,
Farningham Service Station. Tel. 2366/7. Retail

dealers.
FOREST ROW (Sussex).—Wych Cross Service Station
FOREST ROW 125, Retail dealers.
GOSPORT (Hants).—Aldridse & Riddle (Gasport),
Ltd., 19, Clarence Rd. Tel. 81381. District GUILDPORD (Surrey).—A. Gray & Co., Ltd., 7 Woodbridge Rd. Guildford 2885. Main deale HATFIELD (Herts).-W. Waters & Sons, Ltd. Barnet-By-Pass, Tel. Hatfield 2711. Main dealers

HAVANT (Hants) -Havant Motor Co., Ltd., 25. HODDESDON (Herts).—Halley Garage, Ltd., Ware Rd., Hailey. Hoddesdon 2767 & 3805.

LFRACOMBE (Devon).-F. Putt & Son. Putts Garage, Northfield Rd. Tel. 75. Retail dealers. PSWICH (Suffolk).—Howes & Sons, Ltd., St. Georges St. Ipswich 52296/7. Main dealers. PSWICH (Suffolk).—Revetts, Ltd., St. Margarets Green, Tel. 54556 & 56950. Dealers.

KIDLINGTON (Oxfordshire).—Bucklands Ltd. Tel. Kidlington 3168. Retail dealers KINGSTON-UPON-THAMES.-H. Taylor & Co., 135, London Rd. Kingston 1263 (6 lines).

London Rd. Kingston 1265 (6 lines).

LVERPOOL.—Kirbys, Ltd., 52-58, Renshaw St. Tel.
Liverpool Royal 3567. Main dealers.

LONDON, W.1.—Jack Alpe. 50, Marylebone High St.
Tel. Welbeck 1124. Retail dealers.

LONDON, W.6.—Mormand, Ltd., 405-9, King St. Tel.
Riverside 3665/6. Retail dealers.

LONDON, W.11—C. R. Wildow.

LONDON, W.11.—G. E. Widden & Co., Ltd., 10, Blechynden Mews, Lancaster Rd. Park 4949. Retail dealers. LONDON, W 12.—D. Creed, Ltd., 176, Goldhawk Rd. Shepherds Bush 2812. Retail dealers.

ONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kil-burn High Rd Maida Vale 4801/2/3 & 7082.

L ONDON N.1.—Cattermoles (Garages), Ltd., 79-89
Pentonville Rd. Terminus 1001. Retail dealers L Pentonville Rd. Terminus 1001. Retail dealers.
ONDON. N.2.—W. 8. Down. Lid., Great North Rd.,
E. Flinchley. Tudor 9783'4. Retail dealers.
ONDON. N.12.—Lindsay Brothers, Lid., 923-925,
High Rd., Flinchley. Hillside 1022. Area dealers.
ONDON. N.17.—Robert Childley, Ltd., 688, High Rd.
Tel. Tottenbam 8811. Area dealers.

LONDON E.7.—Porest Gate Motor Co., 513. Romford Rd. Grangewood 8166. Retail dealers.

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LONDON. S.E.C.—Carris Motors, Ltd., 104-106, Brendley hd., Catford. Tel. Hither Green 3451. Area dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Area dealers. LONDON, S.E.15.—Regai Garage (Old Kent Rd.), Ltd 314. Old Kunt Rd New Cross 4966. Area

calers.

ONDON. S.E.26.—Maythorpe Motor Co., 42. Syden-Lam Rd Tel. Sydenham 5123'4 & 6227.

ONDON. S.W.4.—Wilsons Automobiles & Coachworks Ltd., 85-97, Crescent Lane. Brixton 4011. Sucching dealers

ONDON. S.W.7.—Brew Brothers, Ltd., 133 Old Brompton Rd., South Kensington. Fremantic 333. Area cealers.

LONDON, S.W.9. Ingarfields Garage. Ltd., 243. LONDON, S.W 19.—Burt's Motors, 1. High St., Colliers Wood Libe iy 8232. Retail dealers.

MAIDENHEAD (Berks).—R. S. Mead (Sales). Ltd., 42, Queen St. Tel 3431/2. Area dealers. MALVERN (Worcs.).—Bowman & Acock, Ltd., Pickle-sleigh Garage, Worcester Rd. Tel. 262

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., 57, Nchepstow Rd Tel. 58411. Main dealers. NEWTON MEARNS (Renfrewshire).—Andersons N(Newton Mearns), 268, Ayr Rd. Tel. 2271. Main

cemers. WOOD (Kent).—Dunstonian Garage, Station Paguare. Tel. Urpington 24252. Area dealers. PINNER (Middx).—Northwood Hills Motor Co. Joei St., Northwood Hills Northwood 5271/2. Area

POTTERS BAR (Middx).—Regent Garage, 17. High S' Tel 2139. Retail dealers. READING (Berga).—Reading Garage Co., Ltd., Cork St., Tel 55755.

ROMFORD (Essex).—Romford Commercial Cars, 20-28, 1 andon Rd. Romford 45844/5/6/7 Area

ROMFORD (Essex).—Harold Webb Motors, Ltd., Roneo Corner, Hornchurch Rd Tei Hornchurch

SANDHURST (Berks).—M. Tasker-Parkin, Ltd., Crown Guage Tel Yateley 3252. Retail dealers. SOUTHPORT (Lanes).—Kirbys, Ltd., 01. Lord St. Tel Southport 4158 Main dealers.

SUNDERLAND.—Mill Garages (Sunderland), Ltd. Newcastle 3d Tel 58225/6. Retail dealers.

SURBITON (Surrey) -H. Taylor & Co., 1-2, The Crescent. Elmbridge 0081 (2 lines). Area dealers. SWANAGE (Dorset).—Newton Servicentre, 281. High St. Tel Swanage 2877 Retail dealers.

WAKEFIELD (Yorks).—K. Burdin. Ltd.. Northquate
Wakefield 2641. Rootes Group dealers.
WATFORD (Herts).—Watford Motor Co.. Ltd..
201.5. High St. Tel. 28246.

WEYBRIDGE (Surrey).—R J. Shanks & Co. Ltd., Baker St. Weybridge 2288 (3 lines). Area

Woking (Surrey).—L. F. Dove, Ltd., Guildford Rd.
Tel. Woking 1282 Retail dealers

15ETTA

Bracknell (Berks).—Jim Sheehan, Ltd., High St.
Tel. Bracknell 1668. Distributors.
CHADWELL (HEATH (Essex).—Reginald Smith Motor
Cycles, Ltd., 250/254, High Rd Seven Kings 9957

LONDON, W.12.-M.L.G. Motor Cycles, Ltd., 105, Goldhawll Rd. Tel. Shepherds Bush 3722. Area

LONDON, S.W.3.-M.P.H.W. Sales, Ltd., 242, Bron ton Rd. Tel. Knightsbridge 8711 Distributo MITCHAM (Surrey).—Millars Motors (Mitcham). Ltd., 563-565, London Rd. Tel. Mitcham 0829. NEWHAVEN (Sussex).—Harbour Garage. Tel. Newhaven 235.

NewQUAY (Cornwall).—D, & D. Osborne, Narrow Cliff, Tel. Newquay B059. SIDCUP (Kent).—Vaughan Motors, Main Rd. Foots-cray 5213. Main agents.

SOUTHAMPTON.—Lawton & Wilson, 264, Millbrook S Rd., and 242, West St., Fareham Southampton 2744, Main distributors.

SOUTH HARROW (Middx) .- Kar Sales, Shaftesbury House, Northolt Rd. Byron 5541. Dealers.

D Bouse, Northolis Rd. Byron 5541. Dealers.
TBOON (Ayrehire).—Cooper Bros., 117-129. Templehill, Tel, Troon 925. Distributors.
TBOWBERIODE (Witis).—F. Sleightholme & Soas,
Newtown. Tel, 2019. Area dealers.
TRUBO (Cornwall).—W. H. Collins & Son, Kenwyn
Mews, Tel, Truro 2168. Area dealers.
WELLINGTON (Somerset).—C. C. Stockdale, 58 &
60 Mantle St. Wellington 2067. Area dealers.

ACTON, W.3.—Davies Car Centre, Ltd., 22-34, Horn and Tel. Acorn 6731. Agents

A TLESBUTY (Bucks).—Michael Christie
A Bleester Rd. Tel. 4727. Area dealers.

BELLEVILEATH (Rent).—W. T. Richards (BexleyBeath), Ltd., 74-78, Broadway. Tel. 6563. Main

BRACKNELL (Berks).—Bracknell Motors, Ltd. Tel. Bracknell 102.

BRENTWOOD (Essex).—R. J. Blake, Kings Rd. Tel. Brentwood 242. Area dealers. BRISTOL.—Western Motors (Bristol), Ltd., Park Row and 59-61 Whiteladies Rd. Tel. 26504. Dis-

NEW CAR SECTION CONTINUED



BROMLEY (Kent).—K. J. Motors, Ltd., Widmore Rd. RAVensbourne 3456 (P.B.X.) Area dealers CHEISEA, S.W.3.—Kaye Don, Ltd., Pontiac Works, C.S. Jubilee Place. Flaxman 7752. Official dealers. COLCHESTER (Essex).—Scott Bros. (Colchester), Ltd., 42, Orouch St. Colchester 2185/6. Distribution

COVENTRY.—S H. Newsome & Co., Ltd., Highway Garage, Rempus Highway, Tel. 67787. Distributors. CROYDON.—Moore's Frest Motor Works, Ltd., Tam-worth Rd. and Derty Rd. Croydon 6004 (6 lines). Retail dealers.

Retail dealers.

DORKING (Surrey) — F. W. Mays & Co., Ltd. 105.

South St. Dorking 2244. Area dealers.

Last Bourne (Sussex) — Wiltitts (Easthourne), Ltd. Jaguar House, South St. Tel. 2854/5/6.

EXETER (Devon) — A. J. Beal, Ltd., G. Bridge St., and 23-4, Queen St. Tel. 75237/8. Distributors.

HARLOW (Essex) — Parsons and Parsons (Garages)

Ltd. Tel. Potter Street 121.2/5. Area agents.

HERTFORD.— Highway Motors (Hertford), Ltd., 80.

EICHSTERR — Walter E. Sturgess & Sons, Ltd., 2-22.

LEICESTER.—Walter E. Sturgess & Sons, Ltd., 2-22, Braunstone Gate. Tel. 22047/8/9.

LITTLEHAMPTON (Sussex) —Cuff Millar & Co., Ltd., Horsham Rd. Tel, Littlehampton 408. Agents. LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St. Park Lane. GROsvenor 4772/3. Retail dealers ONDON, W.8.—Metropolis Garages, Ltd., 45, Earls Court Rd., Kensington. Western 4544. Dealers.

L ONDON, W.11.—Chipsted Motors, Ltd., 142, Holland Park Avenue. Tel. Park 3445/6 Dealers.

L ONDON, N.5.—Jack Williams (Motors), Ltd., 169, Priory Rd. Hornsey. Tel. Mountview 5228.

ONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd. Tel Sta. 2000. Retail dealers. ONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Rd., Forest Gate. Maryland 7781. Area dealers.

LONDON, S.E.13.—J. E Bird Automobiles, Ltd., 118-120, Lee High Rd. Lewisham Lee Green

L ONDON, S.W.I.—Clarke & Simpson, Ltd., 49, Sloane Square, Tel. Sloane 0456.

L ONDON, S.W.Z.—Rose & Young, Ltd., 65-9, Sternhold Avenue, Streatham Hill. Tulse Hill 6464 & El82, Retail dealers.

LONDON, S.W.4.—Park Hill Motors (Clapham), Ltd., 74, Park Hill, Clapham. Macaulay 7211. Retail

LONDON, 8.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. FREmantle 5588. Retail dealers.

cester Rd. FREmantle 5588. Retail dealers,
LUTON (Beds).—F. H Moss (Garages), Ltd., Park
St. Luton 5825. Area dealers.
MAIDENHEAD (Berks).—Hall's Garage (Berkshire),
Ltd., Windsor Rd. Tei Maidenhead 5277. District dealers.

MAYFAIR, W.1 -- Charles Follett, Ltd., 18, Berkeley St. Mayfair 6266 7/8 Retail dealers.

PALMERS GREEN (London).—Saul & Slatter, Ltd. Aldermans Hill N.13. FOX Hill 1066. Area

DINNER (Middx).—Pinner Motor Co Tel Pinner 456 & 4322. Sub-dealer.

PLYMOUTH.—Vo., etc. Motor House (Plymouth). Idd., Colure St., and Old Town St. Tel. 64277 (5 lines). Retail fealers.

PRESTON (Lancs).—Jaguar House, Blackpool Rd. Tel. Preston 86261 2 Distributors

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98. Upper Richmond Rd Putney 7881.5 Retail SALISBURY (Wilts). - Wyndham Motors, Ltd., 194, Castle 3t. Tel. Salisbury 3347. Area dealers.

ST. ALBANS (Herts). - W. M. Couper, Ltd., Catherine St. Tel. 54343 4. Jaguar main agents. ST. Al.BANS (Herts).—St Albans Motor Co., 117, London Rd. Tel. 57406 & 58226. Retail sub-

denlers.

S Tel. Slough 25121. Main dealers.

S LOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd.
LOUGH and Windsor.—Eton Garages, Ltd., 124. High
St., Eton, Bucks. Windsor 2782. Dealers

S OUTHAMPTON (Hants).—Revis Car Sales. Ltd.

S 29-27. New Rd. Tel. 22534. Stockists.

TUNBRIDGE WELLS (Kent).—Ward's Service Gar-age, Ltd., 319-325, St. John's Rd Southborough WORTHING (Sussex).—Boorer's Garage, 53, Broadwater St. Tel. 5467/8, Area dealers

JENSEN

MAYFAIR, W.1.—Charles Follett, Ltd., 18, Berkeley
St. Mayfair 6266/7/8. Distributors.

BRADFORD.—Charles Sidney. Ltd., 39. Westgate. SUNDERLAND.—Mill Garages (Sunderland) Ltd., Newcastle Rd Tel. 58225 6 Distributors

ONDON Lancia (England), Ltd., Ealing Rd., Alperton, Wembley Perivale 5656. Sole concessionaires

nng distributors.

ONDON, W.11.—John S. Truscott, Ltd., 173, Weatbourne Grove Bayswater 4274. Distributors

I ONDON, S.W.5.—Joe Thompson Motors, Ltd., 91-95,
Fulhum Rd., South Kensington. Kensington 4558

BOVEY TRACEY (Devon).—Bovey Tracey Motors, Distributors.

BUGS TREE STATES THE S

NOTTINGHAM. -- The Chequered Flag (Midland) Ltd., 5-11, Arkwright St. Tel. 89282. Distributors PERTH.—Dickson Motors (Perth). Ltd., Viewfield Place, Criefi Rd Tel Perth 3892.5. Distributors. SELSEY (Sussex)—Selsey Motors, High 8t. Tel. 2528. Distributors

SEND (Surrey).—Connaught Engineering, Portsmouth Rd. Tel. Ripley 3122 Distributors. SHOREHAM-BY-SEA (Sussex).—Frost's Cars. Ltd., 398, Lower Brighton Rd. Tel. 3584/5. Distribu-

SPONDEN (Nr. Derby).-David Buxton, Ltd., Church St. Tel. Derby 55129 Distributors.

WOODBRIDGE (Suffolk).—Holbay Sports Cars, Hollesley. Fel. Shottisham 687. Distributors.

AYLESBURY (Bucks).—Michael Christie Motors, Countles.

A 12 4727. Distributors for 24 countles. U.K. & M. IRELAND.—Lotus Saies, Thame Rd., Haddenham, Bucks. Haddenham 345 All trade enquiries Distributors.

MERGEDES-BENZ

BOURNEMOUTH (Hants),—Modern Light Cars (Bournemouth), L.d., 518-520 Holdenhurst Rd.
Bournemouth 53504, Distributors.

BRADFORD.—Charles Sidney Ltd., 59, Westgate,

BRENTFORD (Middx).-Mercedes-Benz (Gt. Britain). Ltd., Great West Rd Tel. Isleworth 2151.

BRISTOL.—Charles Cruckshank Motors, The Centre. Bristol 25280 & 28735 Distributors for Som., Glouc. Wilts

CarDiff, Ralphs Garages (Cardiff), Ltd., Sa. Cathedral R6. Tel. Cardiff 29239, Distributors. CHELMSPORD (Essex), Cambridge Motors. Springfield Rd. Tel. 4881. Distributors.

DENHAM (Bucks), Denham Motor Sales, Ltd., Oxford Rd. Denham 2678. Distributors.

EVESHAM (Nr.1.—Black & White Garages (Harvington), Ltd., Harvington Harvington 331 & 231

FARNHAM (Strrey). - Arnold & Comben, Ltd., West St. Tel. Farnham 5215 Demonstrations. L ONDON, W.1.—Taylor & Crawley, Ltd., 42a, South Audiey St. Maylair Grosvenor 6861 4. Distribu-

ONDON, W.11 – John S. Truscott, Ltd., 173, Westbourne Grove, Bayswater 4274, Distributors.

LONDON, S.W. 3.—Joe Thompson Motors, Ltd., 91-95, Pulham Rd., South Kensington Kensington 4858.

Distributors

PalGNTON (Devon).—Rogers' Garage. Tel. Paignton 59487. Distributors.

POTTERS BAR (Middx).—B. Davis, Ltd., 30 & 32. Hatfield Rd. Potters Bar 5541-2. Distributors.

ROMFORD (Essex).—Haroli Webb Motors, Ltd., Ronso Corner, Bornehuten Rd. Tel. Hornchurch 48981.2. Area Dealers

SLOUGH (Bucks).—Broughton Motors, Colubrook By-Pass, Brands Hill. Colubrook 2708 Main agents.

SUNDERLAND.—Mill Garages (Sunderland) Ltd., Deverable Rd. Tel. 58225.6 Distributors

CALLEDOCK (Devon).—Erec Alston Motors, Carre

TAVISTOCK (Devoit, -- Bere Alston Motors (Tavistock), Ltd., West Bridge Tel lavistock 2285

Distributors.

WEYBRIDGE (Surrey), -Wood's Garages. Ltd. High St. Tel. 2265. Area dealers.

MESSERSCH MITT

BROMLEY (Kent). - Johnson & Brown 268-272. High St. RAVensbourne 8841 & 7715. Distributors.

LONDON, SW 3.-M.P.H.W. Sales, Ltd. 242. Brompton Rd. Tel. Knightsbridge 8711. Distributors. PLYMOUTH (Devon). - Olfords Garage, 87, Crown-hill Rd., Crownhill. Plymouth 72345 (2 lines).

Distributions.

S Footscrav 2518. Main agents

TRURO (Cornwall). -W. H Collins & Son. Kenwyn

TMENS. Tei. Truro 2168. Aiea dealers.

Woking (Surrey). -M.P.H.W. Sales. Ltd., 56,
Goldsworth Rd. Tel. Woking 5522 Distributors.

METROPOLITAN

LIVERPOOL 1. -Vosa Motors Ltd. Renshaw St.
Tel. Royal 3665 Distributor:
London, W. I. - University Motors Ltd., 80, Piccadilly Tel, Grusenor 1414. Retail dealers,
DUTKEY, S.W.15. - Robbins of Putney, Ltd., 96-98,
Upper Richmond Rd. Putney 7881-5 Retail dealers.

dealers.

A BERDEEN.—Town & County Motor Garage, Ltd., 19, Justice Mill Lane Tel. 22388. Distributors A TON, W.5.—Davies Car Centre, Ltd., 22-34, Hors, Lane. Tel. Acorn 6731. Agents.

A DINGTON (Gurrey).—L. F. Ward, Ltd., 215, Selsdon Fark Rd. Addiscombe 8941. Retail dealers.

ALTRINCHAM (Cheshire).—Arden & Bull, Ltd., Old Market Place. Tel. Altrincham 2662.5 Retail

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DARTI

LUTON LUTON LUTON

PORTS

SIDCUF Foots

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M.G.—Continued

A SHFORD (Middx).—Herd's Garage & Eng Co Ltd.

A SHFORD (Middx).—Herd's Garage & Eng Co Ltd.

Retail dealer.

Retail dealer.

BEXLEY (Kent).—Westmount Garage, Blendon Rd. Fel. Bexleyheath 7551 Retail dealers. BLACKWOOD (Monmouthshire).—Alfred Chaston Ltd. Tel. Blackwood 3165/6. Area main dealers

BLANDFORD (Dorset).—The Badger Garages, Ltd. Tel Blandford 615 6. Retail dealers. BOGNOR REGIS (Sussex).-W. Jones & Sons, Lennox St. Tel. 2166. Main agents.

BRIDGWATER (Someriset).—Vearncombes Motors.
Bristol Rd. Tel. 4101. Retail dealers
CARDIFF.—Castle Garage (Cardiff), Ltd., Castle St.
Tel. Cardiff 28246. Distributors.

CHEAM (Surrey).—Cheam Motor & Engineering Co. Ltd. Ewell Rd Vigilant 0125/6 7 Retail

CHELTENHAM SPA.—Regent Motors (Cheltenham) Ltd., Regent St. Cheltenham 2041. Distributors CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. Highcliffe 2275

CROYDON.—Moore's Presto Motor Works, Ltd., Tamworth Rd. and Derby Rd. Croydon 6004 (6 lines) Retail dea

COLNE (Lancs).-D. Kitchen, Ltd., Atlas Garage Skipton Rd. Colne 404,5. Distributors.

COVENTRY (Warwickshire).—The Parkside Ltd. Warwick Rd Fel. 64162/8 Distrib ENFIELD (Middx).—Richard France, Ltd., 63 & 69 Lancaster Rd. Tel. 6727. Retail dealers.

EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass, Tel Ewell 2382, 3.4. Retail dealers. GODALMING (Surrey).—Jordan's Garage, Ltd. 11-13, Ockford Rd Tel Godalming 820 (3 lines)

HADDENHAM (Bucks).—Alexander Engineering Co. Ltd., Thame Rd. Tel 345. Retail dealers.

HOUNSLOW (Middx) - Toulmin Motors, 545, Staines Rd. Tel. Hounslow 2238 & 3456 Retail dealers K NUTSFORD (Cheshire).—Bucklow Garage, Ltd., Bucklow Hill, Tel, Bucklow Hill 3227, Retail

LONDON, W.1.—University Motors, Ltd., 80. Picca-dilly, Tel. Grosvenor 414!, Distributors,

LONDON, W.13.—Green Man Garage (Ealings), Ltd., 64, The Broadway. West Ealing Ealing 5044 LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd Greenwich 4776.7. Retail dealers

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49. Slowne Sq Tel Slowne 0436.

LONDON, S.W.2.—Wilsons Automobiles & Coachworks, Ltd., 36-38, Acre Lane. Brixton 4011. LONDON, S.W.3.—Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Flaxman 4801 (5 lines). Retail

LONDON, S.W.5.-R. C Wimbush, Ltd., 312, Earls Court Rd. Fremantle 8401.

LONDON, S.W.17.—Barkers Motors (London), Ltd., 269, Balham High Rd Balham 6666 Retail

LONDON, S.W.19. Jarvis & Sons, Ltd., Morris House, Morden Rd. LIBerty 8221. Retail dealers. LOUTH (Lincs).—G. Harniess, Louth Motor Garage, Oneen Street Place, Tel. 341, Retail dealers.

MITCHAM (Surrey).—Parade Motors (Mitcham).
Ltd., Monarch Parade, Tel. 3392 & 7188. NEWCASTLE U-LYME (Staffs).—Henry Farr & Son, Ltd., Bronswick St. Newcastle 67321/3.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Norwich, Ltd., Chapelfield Road Garages, Tel. 24184 (3 lines). Retail

PALMERS GREEN (London).—Saul & Slatter, Ltd., Aldermans Hill, N.13. FOX Hill 1066. Retail

READING (Berks), Loddon Bridge Motors, Ltd., Engley, (nr.) Reading, Reading 61602. Retail

dealers.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 6441/3. Retail dealers.

ROMFORD (Essex).—Romford Motor Co., Ltd., 181, South St. Romford 61200. Retail dealers.

ROMFORD (Essex).—Harold Webb Motors, Ltd., Romeo Corner, Hornchurch Rd. Tel., Hornchurch 48981.2. Retail dealers.

R USTINGTON (Sussex).—R. Hardy & Son (Rustington), Ltd., Sea Lane. Tel. 247. Agents.
ST ALBANS (Herts).—Harper Auto Sales, Ltd., 193.
Hatheld Rd. St. Albans 54412. Retail dealers.

ST ALBANS (Herts).—St. Albans Motor Co., 117. London Rd. Tel. 57406 & 58226. Retail dealers. SHEFFIELD, 8.—Heeley Bridge Garage, Ltd.. Broad-field Rd. Tel. 52404/5. Retail dealers.

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., 83-101, Heath Rd. Popesgrove 1035/6/7/8.

WALLINGTON (Surrey).—Jack Rose, Ltd., Stafford Rd. Tel. Wallington 6677/8.

WINSFORD (Cheshire).—Dickinson Bros., High St. Tel. 2241/2. Day, 3230 Night. Retail dealers. WORTHING (Sussex).-K. N. Rudd (Engineers), Ltd., 41. High St. Worthing 7773/4. Retail

BROMLEY (Kent).—Johnson & Brown. 268-272, High St. RAVensbourne 8841 & 7713. Distributors. GLOUCESTER. E. T. Lundegaard, Ltd., 106-110, Southgate St. Tel. 21001 & 22850. Distributors. MALVERN (Worcs).—Bowman & Acock, Ltd., Pick-lersleigh Garage, Worcester Rd. Tel. 262 Dis-

PLYMOUTH (Devon). Olfords Garage. 87, Crown-hill Rd. Crownhill Plymouth 72345 (2 lines). SOUTHFORT (Lanes). Lifes Motors, Ltd. 32-36.

NEW CAR SECTION CONTINUED



MORAIS

A CTON. W.3.—Stewart & Ardern, Ltd., Morris House The Vale. Tel. Shepherds Bush 3130. Distributors A DDINGTON (Surrey).—L. F. Ward, Ltd., 215.
Selsdon Park Rd. Addiscombe 8941. Retail

A LTRINCHAM (Cheshire).—Arden & Bull, Ltd., Old Market Place Tel. Altrincham 2662/63 Retail

A SHFORD (Middx) —Herd's Garage & Eng Co... Ltd., 404, Staines Rd West Ashford, Middx 2084 & 3908 Retail dealers.

BANBURY (Oxon).—County Garages, The Cross Tel Banbury 2458. Retail dealers.

BANSTEAD (Surrey).—Prospect Garage (Banstead), Ltd., Brighton Rd. Burgh Heath 2202/3. Retail

BARMOUTH (Merioneth).—D. E. Davies, Ltd Tel Distributors. BEXHILL (Sussex). T R. Pag. & Co., Ltd., Morris House, 68, Sackville Rd. Bexhill 2255. Distri-butors East Sussex

BIRMENGHAM.—Wheelers Garage (Birmingham), Ltd., 774, Bristol Road South, Northfield. Tel. Priory 1176. Retail dealers.

BLACKWOOD (Monmouthshire).—Alfred Chaston Ltd. Tel. Plackwood 3165/6. Area main dealers BLANDFORD (Dorset).—The Badger Garages, Ltd. Tel. Blandford 615/6. Retail dealers.

BOGNOR REGIS (Sussex).-W. Jones & Sons, Lennox St. Tel. 2166. Main agents.

BOOKHAM (Surrey).—West Surrey Motors, Ltd., Guildford Rd. Tel. Bookham 250 Retail dealers. BRIDGWATER (Somerse!).—Vearncombes Motors.

Bristol Rd. Tel. 4101. Retail dealers. BRIGHTON (Sussex).—Field's Garage (Brighton), Ltd., Francis St. Tel. Brighton 21700.

BROMLEY (Kent).—Crosslan i Motors, 7. Bromley Common. RAVensbourne 2204. Retail dealers.

BROMLEY (Kent).-K J. Motors, Ltd., Widmore Rd RAVensbourne 3456 (P.B.X.) Retail dealers. BROCKWOOD (Surrey).—The Connaught Garage & Motor Works (Brookwood), Ltd Cross Rd. Tel

CARSHALTON (Surrey).—Cambridge Garage (Carshalton), Ltd., 322, Carshalton Rd. Vigilant 1480.

CATERHAM (Surrey) -Layham's of Caterham, Croydon Rd. Tel Caterham 2384. Retail dealers. CATFORD, S E.6. Stewart & Ardern, Ltd., Morris House, 200 Bromley Rd Hither Green 4482 Dis-

CHEAM (Surrey).—Cheam Motor & Engineering Co., Ltd., Ewell Rd Vigilant 0125 6/7. Retail dealers CHELTENHAM SPA.—Regent Motors (Cheltenham) Ltd., Regent St. Cheltenham 2041. Retail dealers CLAPHAM JUNCTION.—Naylor & Root, Ltd., 250, Lavender Hill S.W.11. Tel Battersea 2252.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Skipton Rd. Colne 404.5. Retail dealers. COULSDON (Surrey).—Star Lane Garage, Ltd., 70.
Brighton Rd., Hooley. Downland 237. Retail

COVENTRY (Warwickshire). - The Parkside Garage, Ltd., Warwick Rd. Tel. 64162 8. Distributors. CHANLEIGH (Surrey). The Cranleigh Motor Co., Ltd. Tel. Cranleigh 523. Retail dealers.

CROYDON (Surrey). -Bale & Co., Ltd., 57-59, South End. Croydon 3131, Retail dealers.

CROYDON (South).—C. W. J. Coles (Croydon), Ltd., Blunt Rd. Croydon 0074/5. Retail dealers. CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd., and Derby Rd Croydon 6004 (6 lines). Retail dealers.

CROYDON.—Onward Motors (Croydon), Ltd., 417-421, Brighton Rd. CROydon 3468 (3 lines), Retail

CROYDON.—Stewart & Ardern, Ltd., Morris House, Bensham Lane, Broad Green. Thornton Heath 1152. Distributors. DALSTON, E.S. - Stewart & Ardern, Ltd., Morris House, Kingsland High St. Clissoid 0471, Distri-

DORKING (Surrey). Dorking Motor Co., Ltd., Rel-gate Rd. Tel. Dorking 2256. Retail dealers,

gate Rd. Tel. Dorking 2256. Refail dealers,
DUNTON GREEN (Kent).—Jessup's Garage, Ltd.,
Dunton Green 259. Refail dealers,
DURRINGTON (Susses).—R. Hardy & Son, Ltd., The
Boulevard. Goring-by-Sea 43544/5.6. Agents.
EAST HAM. E.6.—Traynor Motors, Ltd., 133-135.
EHigh Street South. Grangewood 2530 & 5834.
Retail dealers

ASTBOURNE (Sussex).—The Polegate Motor Co., Eastbourne Rd., Polegate 309, Retail dealers. ENFIELD (Middx).—Richard France, Ltd., 63 & 69, Lancaster Rd. Tel. 6727, Retail dealers. EPSOM (Surrey).—The Woodcote Motor Co., Ltd., Church St. Tel. Epsom 1234. Distributors.

EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., 1. Dorking Rd. Tel 3901. Retail dealers. EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass, Tel. Ewell 2382/3/4. Retail dealers.

FINCHLEY, N.3.—Pops of Finchley, 39-45. Ballards Lane 0113/7. Retail dealers. GODALMING (Surrey).—Jordan's Garage. Ltd., 11-13, Ockford Rd. Tel. Godalming 820 (3 lines).

GRAVESEND (Kent).—Martin's Garage. 50, Singlewell Rd. Tel. Gravesend 6148/9. Retail dealers. GRAVESEND (Kent).—Spooner Motors, Ltd., The

MORRIS—Continued

GOLDERS GREEN, N.W.II.—Stewart & Ardern, Ltd.,
Morris, House, Finchley Rd. Speedwell 9711/2/3. HADDENHAM (Bucks).—Alexander Engineering Co., Ltd., Thame Rd. Tel. 545. Retail dealers.

HARROW (Middx).—Locomotors, Ltd., &1-88, Pinner Rd, Tel, Harrow 1092/5/4, Retail dealers.

HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel, 2205. LEORD (Essex).—Stewart & Ardern, Ltd. Morris House, 543, High Rd. Tel. Ilford 2225. Distribu-

KNUTSPORD (Cheshire).-Bucklow Garage, Ltd., Bucklow Hill, Tel Bucklow Hill 3227. Retail

LONDON, W.1.-R. Hardy & Son, 55, Maryleoone High St. Hunter 0942, Retail dealers,

LONDON, W.1.—Herbert, Mills & Turpin, Ltd., 73, Great Portland St. Langham 3506/7 Retail

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. GROsvenor 4772/3, Retail dealers. LONDON, W.1.—Stewart & Ardern, Ltd., Morra House, Berkeley Sq. Tel. Mayfair 7680,

LONDON, W.I.—University Motors, Ltd., 80, Piccadilly, Tel. Grosvenor 4141. Retail dealers. LONDON, W.2.—R. S. Currie & Co., Ltd., 105. West-bourne Grove. Bayswater 0085. Retail dealers. L ONDON, W.2.—Lyttelton Garage, Ltd., Lyttelton Rd., Hampstead Garden Suburb. Speedwell 5500. 3350 and 9372. Retail dealers:

L ONDON, W.5.—Mail Motors, Ltd., 18-19, The Mail, Tel. Ealing 4683. Retail dealers,

LONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Retail dealers LONDON, W.10.—Notting Hill Garage, Ltd., Maiton Mews, Cambridge Gardens, Tel. Ladbroke 1155.

LONDON, W.12.—Conway Motors, 299-309, Goldhawk Rd., Shepherds Bush Riverside 4872/3, Retail

LONDON, W.C 1.—Giadwell & Kell (1932). Ltd., Ampton Street Works, 8-20, Cubitt St Terminus 4461. Retail dealers.

LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Temple 6907, Retail dealers

LONDON, N W 3 -Blue Star Garage, 617, Finchley Rd. Tel. Hampstead 2254/5/6/7/8. Retail dealers. ONDON, N.W.3.—E. L. Mendel, Ltd., 297. Finchley Rd. Speedwell 9891/2. Retail dealers.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane Willesden 4869, Retail dealers. LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Toftenham Lane, Crouch End. Mountview 4401. Retail dealers.

L ONDON, N 16.—Hunters Motors, Ltd., 85-87, Stoke Newington Rd Clissold 0031/5, Retail dealers. ONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes, Winchmore Hill, Laburnam 6652/ 4. Re'ail dealers.

LONDON, E.G.-Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Grangewood 2933.

L ONDON, E.11.—A. W. Story (Motors), Ltd., 633. High Rd Leytonstone 6671/2. Retail dealers. LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd. Greenwich 4776/7. Retail dealers

LONDON, S.E.14.—New Cross Motor Co. (London), Etd., 182, New Cross Rd New Cross 0688. Stocking dealers. LONDON, S.E.24.—George Osborne, Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9.

LONDON, S.E.26 -- Hillier Motors, Ltd., 144-156, Dartmouth Rd Forest Hill 9351/2 & 2432, Re-

L ONDON, S.W.1—Clarke & Simpson, Ltd., 49, Stoans Square. Tel. Sloans 0436 LONDON, S.W.2.—Wilsons Automobiles & Coach-works, Ltd. 36-38. Acre Lane Brixton 4011. Re-

L ONDON, S.W.3.—Tankard & Smith (Chelsca), Ltd., 194-198, Kings Rd Flaxman 4801 (5 lines). Re-London, S.W.6.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd Tel. Renown 2281/3. Dealers.

LONDON, S.W.6.—Tanner Bros. Motors, Ltd., (Est. 1918), 871-8, Fulham Rd. Renown 4494 6. Retail

ONDON, S.W 7.—Rawlings Brothers, Ltd., 87, Cromwell Rd. Fremantie 8161 (10 lines).

L ONDON, S.W.12.—H.W.H. Engineering Co., Ltd., Beecholme Garage, 59, Nightingale Lane. Battersea 4051. Retail dealers.

LONDON, S.W.15 - Ward & Co. (Putney), Ltd., 72, West Hill. Vandyke 1077, Retail dealers.

L West Hill. Vanoyke 1071. Retail dealers.

ONDON, S.W.16.—Bertram Cowen, Ltd., 1-3. Hermifage Lane Streatham Tel. Pollards 2100.

ONDON, S.W.16.—Streatham Moor Garage & Electrical Engineering Co. Ltd., 45-45. Mitcham Lane.

Streatham 2014/6. Retail dealers.

ONDON, S.W.17.—Barkers Motors (London), Ltd., 2009. Balham High Rui. Balham 6666. Retail 2009.

LONDON, S.W.19.—Evans (Wimbledon), Ltd., 131. Alexandra Rd. Tel. Wimbledon 0163/4/5 Retail

LONDON, S.W.19.—Jarvis & Sons. Ltd. N House, Morden Rd. LiBerty 8221. Retail de LOOE (Cornwall).—Martin's Garage (Looe) Ltd. Tel. Looe 577. Retail dealers.

Loughton (Essex). Brown's Garage (Lought Ltd. High Rd. Loughton 6262. Stocking ago LOUTH (Lines).-G. Harniess, Louth Motor Garage, Queen Street Place. Tel. 341 Retail dealers LYMINGTON (Hants).—Fred Keeping & Son (Lvm). Ltd., 27, St. Thomas St. Tel, 2180.

MAIDENHEAD (Berks), Ing's Garages, 80-82 Green Rd. Maidenhead 2149. Stocking de MORETON-IN-MARSH (Glos).-Curfew (High St. Tel M-in-M 23 Retail dealers

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MORRIS - Continued
NEWCASTLE-UNDER-LYME (Staffs) - Hefry Fair
As Son, Ltd... Bron wick St. Newcastle 67521 2.
Retail dealer. NORTH HARROW.-Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Pinner 2200.

NORWICH.—Boshier of Norwich, Ltd., Chapeifield Road Garages Tel. 24184 (3 lines). Retail

OKEHAMPTON (Devon).—F. J. Glass & Co., Ltd., Ocentral Garage. Tel. Okehampton 550.
OVERTON (Hanti).—Overton Motors. Basingstoke.

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PALMERS GREEN (London).—Saul & Slatter, Ltd., Aldermans Hill N.15 FOX Hill 1066, Retail

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9933. Distributors. PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd. Putney 7881/5. Retail

READING (Berks), Loddon Bridge Motors, Ltd., Earley, Nr. Reading, Reading 61602, Retail RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 6441-3. Retail dea!ers.

RICHMOND (Surrey), Manor Circus Motors, Ltd., The Beacon, Lower Mortlake Rd. Richmond 4004, Retail dealers.

Retail dealers.

OCHDALE (Lancs).—Ratelliffe Bros. (Rochdale), Ltd., Mount Green Garage, Halifax Rd. Little-brouth 88151/2. Rct.ii dealers.

POMFORD (Essex).—Romford Motor Co., Ltd., 181, South St. Romford Gl200. Retail dealers.

SAFFRON WALDEN (Essex).—Raynham & Co., Ltd., dealers, 181, St. High St. Tel. 2354/3 Retail dealers.

SANDERSTEAD (Surrey).—Leathwood's Garages, Ltd., 367, Limpsfield Rd. Tel Sanderstead 4478 9. Retail dealers.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broad-field Rd. Tel. 57404/5. Retail dealers. COTHEND.—Stewart & Ardern, Ltd., Morris House, O Chalkwell Park Leigh-on-Sea 78291. Distributors. COUTH TOTTENSAM, N.15.—Stewart & Ardern, Ltd., Morris House, High Rd. Stamford Hill 1234.

DESTRUCTOR.

DISTRUCTOR

TAINES.—Stewart & Ardern, Ltd., Morris House,

St., London Rd. Tel. Staines 5281. Distributors.

TORRINGTON (Sussex).—Stockers Garage. The

Square. Tel. 12. Agents.

CURBITON (Surrey).—The Plough Motor Works, Ltd.,

Dios-109, Ewell Rd. Elmbridge 4468. Retail dealers.

CURPTON Sewart & Ardern Ltd. Morris House.

SUTTON —Stewart & Ardern, Ltd., Morris House, 32, Brighton Rd Vigilant 7696. Distributors. TADWORTH, (Surrey).—French & Foxwell, Ltd. Tel. Burgh Heath 66 Dealers.

TOLWORTH (Surrey) -Blue Star Garages, Ltd., The Broadway, Tel. Elmbridge 0048. Stockists. TRURO (Cornwall).—S. D. Guttridge, Ltd., Bridge Garage, Probus. Tresillian 218, Retail dealers. TUNBRIDGE WELLS (Kent).—Spa Public Service
Graze, Langton Rd. Tel. 20505 Retail dealers.

TWICKENHAM (Middx)—Spikins (Twickenham),
Lid., 83-101, Heath Rd. Fopesgrove 1035-67/8.

Retail dealers.

VIRGINIA WATER (Surrey).—Gavin Pairfax, Ltd.,
Retail dealers.

Retail dealers.

WADHURST (Sussex).—Pritchards Service Garage, (Durgates, Wadhurst). Ltd. Wadhurst 396.

WALLINGTON (Surrey).-Elgin Road Garage, Elgin Rd. Tel. Wallington 1749. Stockists. WEMBLEY (Middx).—James Green Motors, 28-30, Watford Rd. Arno'd 4567. Retail dealers.

WEST WICKHAM (Kent).—West Wickham Garage, Ltd. 203, High St Tel. Springpark 2900. Retail

WICKHAM MARKET (Suffolk).—C. C. Nesling, Ltd., Nr. Woodbridge Wickham Market 241. Retail WINSFORD (Chechire).—Dickinson Bros., High St. Tel. 2241/2 day 3230 night. Retail dealers. YEOVIL (Somerset).—Wheelers (Motors), Ltd., Hendford Tel. Ycovil 2561/3. Distributors.

N.S.U. BROMLEY (Kent).--Johnson & Brown, 268-272, High St. RAVensbourne 8841 & 7713 Distributors. CHELMSFORD (FSSex) -Continental Car Services, Ltd., Springfield Rd. Tel. 4881. Distributors. CROYDON.—Prinz (Southern Distributors), Ltd., 386, London Rd. Thorton Heath 3686. Southern

DARTFORD (Kent).—Bernard T. J Dimond, 144. The Brent. Tel. 2372. LONDON, S.W.3.—M.P.H.W. Sales, Ltd., 242, Brompton Road, Tel Knightsbridge 8711, Distributors LTON (Beds).—Lanes Motors, Dunstable Rd. Tel. 51451, Distributors

PORTSMOUTH (Hants).—Linington Bros. Ltd., 30-32. Commercial Rd Portsmouth 21661. Distri-

SIDCUP (Kent). - Vaughan Motors. Main Rd Tel. Footscray 7518 Main agents. TOKE-ON-TRENT (Staffs). - Stoke Motor Cycle Sales. Ltd Liverpool Rd. Tel 47747.

WOKING (Surrey).-M.P.H.W. Sales, Ltd., 56, Goldsworth Rd. Tel. Woking 5522 Distributors.

ONDON, W.1.—Lex Garages, Ltd., 2, Lexington Ustributors.

ONDON, W.1.—Lex Garages, Ltd., 2, Lexington Ustributors.

PANHARD

ATH (Somerset) - Widcombe Garages, Ltd., Pulterey Rd Tel 4863 Distributors Somerset, ONE 1880-000

CHELMSFORD (Essex).—Cambridge Motors, Spring-fle:d Rd Tel. 4881, Distributors

NEW CAR SECTION CONTINUED



PANHARD Continued
CROYDON (Surrey).—Bale & Co., Ltd., 57-59, South
End. Croydon 3131. Distributors.

DERBY & Derbyshire.-W. Crass. Ltd., 43-49. Mansfield Rd. Tel. 41025. Distributors. LONDON, W.1.-T. N. Kendall & Co., 26-30, Port-man Close, Baker St. Welbeck 4732 Retail

L ONDON, N.W.1.—Tarrant & Frazer, Ltd., 70. Chalk Farm Rd. Guiliver 1250 & 2004. Distributors London, S.W.1.-C. G. Norman (Westminster) Ltd., 31. Vauxha'l Bridge Rd. VICtoria 2211

LONDON, S.W.1.—Richards & Carr, Ltd., 132, Sloane St. SLOane 6165. Retail dealers.

SOUTHAMPTON (Hants).-Criterion Garages, Ltd. 69-70, St. Mary's Rd. Tel. Southampton 22310.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage, Wentworth 3154, Retail dealers.

WALTON-ON-THAMES (Surrey).-H. W. Motors Ltd (George Abecassis). Tel. 20404. Distribu

WOLVERHAMPTON (Staffs).—Penn Motor Services, Ltd. Penn Rd. Tel 36632. Distributors. WORTHING (Sussex).—Worthing Motors, Lt Broadwater Rd. Worthing 71. Distributors.

PERRIESS

PERRIESS

IPSWICH (Suffolk).—W. J. Coe. Ltd., 15, Crown St. Tel., 52167/8. Distributors Essex. Norfolk, Suffolk.

S. ALBANS (Herts).—Butler's Motors, Hatfield Rd., avendish Rd. Tel., 54598. Area dealers.

S. LOUGH (Bucks).—Perfless Motors, Ltd., Bath Rd. Tel. Slough 25121. Distributors.

PEUGEOT

PEUGEOT

BOURNEMOUTH (Hants).—L.M.B. Motors, 142, Malmesbury Park Rd. Tel, Bournemouth 35267.

CHELMSPORD (Essex).—Continental Car Services, Ltd., Springfield Rd. Tel, 4881. Distributors

DUNSTABLE (Beds).—Lockharts Service Depot, Ltd., 12-16. Chiltern Rd. Tel. Dunstable 1885. Dis-EWELL (Surrey).—Dawnier Motors, Ltd., Ewell By-Pass. Tel Ewell 2582 3-4. Retail dealers, FARNHAM (Surrey).—Arnold & Comben, Ltd., West St. Tel Farnham 5215. Demonstrations.

GUILDFORD (Surrey).--Pantiles Service Garage, Ltd., London Rd Tel Guildford 5326 Distribu-L ONDON, W.11.—John S. Truscott, Ltd. 173, West-bourne Grove. Bayswater 4274. Distributors.

ONDON, N.W.1.—Trant & Frazer, Ltd., 70, Chalk Parm Rd. Guiliver 1350 & 2004. Distributors. ONDON, S.W.1.—Richards & Carr, Ltd., 132, Sloane St. St.Cane 6165, Main dealers. LONDON, S.W.1 - Rosemex Service Station, Ltd., Distributors & 3511.

LONDON, S.W.7.—The orraine Engineering Co., Ltd., 29-30. Elvaston Mews. Knightsbridge 6861. Main dealers S.W.7 and district.

NEWBURY (Berks).-G.E.M. Garages, Ltd., Pembroke Rd Tel. Newbury 683. Berkshire distribu-

ROMFORD (Essex).—Harold Webb Motors, Ltd., Roneo Corner Hornchurch Rd Tel Hornchurch 48981/2. Retail dealers

WIMBLEDON, S.W.19.—The Spur Garage & Service Station, Ltd., 39, Hartfield Rd. Liberty 4009.

WOLVERHAMPTON (Staffs).—Penn Motor Services.
Ltd., Penn Rd. Tel. 36652. Distributors
WORTHING (Sussex).—G K. Ballamy (Automobile Engineers), Affred Place. Worthing 5769 Distributors.

PLYMOUTH
LONDON, S.W.5.—Joe Thompson Motors, Ltd., 91-95,
Distributors.

Distributors. SHEFFIELD 2.—Holmes & Younle, Ltd., 30-46. Suffolk Rd. Tel. 21378 9 & 21370. Distributors

WEMBLEY (Middx).—Simpsons Motors (Wembley), Ltd., 345, High Rd. Wembley 3905, 8691 & 4422 London area distributors.

CHELSEA, S.W.3.—U.S Concessionaires. Ltd.. Pontiac works, 5, Jubiler Piace Flaxman 7752. Concessionaires for G PORSCHE

BRIGHTON (Sussex).—Prestwich (Hove). Ltd.. 26-28. St. John's Rd Hove. 3 Have 54057.8 & 55576.

I SLEWORTH (Middx).—A.F.N., Ltd. Falcon Works, London Rd. Tel. Islewerth 1011 Sole concessionaires for Gt Britain LEICESTER.-Bridge Motor Works (Leicester) Ltd.
Abbey Lane Tel. 61978 Motor distributors.

LONDON, W.11, -J. H. Bartlett, 27, Pembridge Villas. Tel. Bayswater 0525 SUSSEX.-K N. Rudd (Engineers), Ltd., 41, High St., Worthing Worthing 7773 4. Distributors.

PRINCESS
LIVERPOOL. 1.—Voss Motors, Ltd., Renshaw St.
Tel. Royal 3683. Distributors.

L ONDON, W.1.—University Motors, Ltd., 80, Piccadilly Tel Grosvenor 4141. Distributors.

L ONDON, S. W.1.—Clarke & Simpson Ltd. 40 Sloane. Sq. Tel Sloane 0436

PRINCESS—Continued
NORWICH.—Boshler of Norwich, Ltd., Chapelfield
Road Garages Tel. 24184 (5 lines) Retail PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98. Upper Richmond Rd. Putney 7881/5 Retail

RAMBLER

L ONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Euston St Euston 5558.9. Distributors RELIANT CHADWELL HEATH (Essex).—Reginald Smith Motor Cycles, Ltd., 230*254, High Rd. Seven Kings 9957.

Main dealers.

CHELMSFORD (Essex).—Sewell & King, Ltd., Spring-CHELMSFORD (Essex).—Sewell & King, Ltd., Spring-Chel Rd. Chelmsford 2145 & 2250. Distributors.

AGENHAM (Essex).—Repinald Smith Motor Cycles, Ltd., Imperial House. New Rd. Dominion 0131.

Main dealers.

IPSWICH (Suffolk).—Revetts. Ltd., St. Margarets
Green. Tel. 54556 & 56950, Distributors.

Orden. Tel. 54596 & 18930, Distributors.

ONDON, S.W. 4.—Wilsons Automobiles & Coachworks, Ltd., 85-97, Crescent Lane. Brixton 4011.

PRESTON (Lanes).—Loxhams Garages, Ltd., Charnelley St. Tel. 4242, Distributors.

SAWBRIDOEWORTH (Herts).—J. Dixon & Son (Garages), Ltd., High Wych. Tel. 2072 (2 lines). Main dealers and distributors.

SOUTHPORT (Lanci).-Lifes Motors. Ltd., 32-36, West St. Tel. 3774.

TRURO (Cornwall) -- W. H. Collins & Son. Kenwyn Mews. Tel Truro 2168 Area dealers.

RENAULT

ANGMERING (Sussex). -- D.B.S. Garares, Ltd., Water Lane. Tel. Rustington 47. Distributors.

ASHPO7D (Kentl., --G. A., Jenner & Sens, Ltd., Kings.) orth Garage. Ashford 365. Area dealers.

BISHOP'S STORTFORD (Hertls). -- Chantry Garage. Morthwate), Ltd., Northgate End. Tel. 1124. Main dealers.

BOURNEMOUTH (Hants),—Canford Cliffs Motors, Ltd., Haven Rd. Canford Cliffs 77588 Distri-

DRIDGWATER (Somerset).—W. E. Challice, Ltd., Cannington. Tel. Combwich 228. Distributors. PRIGHTON (Sussey).—A. & H. Motors (Brighton and Brighton and Hove.

BROCKENHURST (Hants).—The Garage (W. Brass).

BEAST Boldre. Beaulieu 259. Retail dealers.

BROMLEY (Kent).—Joinson & Brown, 268-272. High
St. RAVensbourne 8841 & 7715. Dealers.

CAMBRIDGE.—West's Garage (Cambridge), Ltd., 217, Newmarket Rd. Tel. 3655. Cambridgeshire CHANDLER'S FORD (Hants).—Young & Beeton, Fryern Hill Garage, 103, Winchester Rd. Tel. 2065.

Retail dealers.

COLCHESTER (Essex).—St. Botolphs Garage, 12-13,
Magdalen St. Tel. Colchester 2833. Distributors. CRAWLEY (Sussex), Shaws Garage (Crawley), Ltd., Orchard St. Tel. 1460. Detail dealers.

DUNSTABLE (Nr.) Beds,—Allan Moore (Edlesborough), Ltd., Pine & Broomstick Garage Eaton Bray 259. Dealers.

E ASTBOURNE (Sussex) - Willetts (Eastbourne). Ltd., Jaguar House, South St. Tel. 2834/5.6 EPSOM (Surrey).—Wilsons Automobiles & Coachworks, Ltd., I. Dorking Rd. Tel 3901 Distributors. FROME (Somerset).—Nicholas Garage, Christchurch Street East. Tel. Frome 3351 2. Agents.

GORLESTON (Norfolk).—Boshier of Norwich (Distributors), Ltd., High St Tel. 23 Distributors. GUILDFORD (Surrey).-Pantiles Service Garage, Ltd., London Rd. Tel. Guildford 5326. Main

HASLEMERE (Surrey). - Farnham Lane Garage, Wey Hill, Haslemere 3222/3. Area dealers. K ESTON (Kent).—Leaves Green Garage, Nr. Biggin Hill Aerodrome, Leaves Green Biggin Hill 234.

K ING'S LYNN (Norfolk).—Charles Whisker, Ltd., Heath Garage, Dersingham Tel Dersingham 210.

KINGSBRIDGE (Devon).—Bowman's Garage, 102.
Fore St. Tel Kingsbridge 2123 Retail stocking

Kingsbridge (Devon) — Duncombe Garage, Dun-combe St. Tel. Kingsbridge 2129 Stocking dealers, ONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes L. Rd., Western Ave. Tel. Acorn. 5224/5. Dealers, ONDON, W.8.—Metropolis Garages, Ltd., 45, Earls Duttors, Western 4544 Distri-

LONDON, N.W.6.—Blue Star Garages, 59-65. Belsize Rd. MAIda Vale 5555 & 2255. Distributors. ONDON, N.W.9.—Colindale Service Station, 155-9, Ledgware Rd, Colindale 6714, Retail dealers. ONDON, N.W.10.—Slocombes, Ltd., Dudden Hill Lane, Neasden, Willesden 4869, Retail dealers. LONDON, N.W.11.—Temple Fortune Garage, Ltd., 1089. Finchley Rd. Speedwell 9955 6 7. Distri-

LONDON, N.6 L.G. Motors, 177, Archway R. Highgate. Tel. Mountview 8467. Retail dealers LONDON, N.12.—McLaren & Cox, Ltd., 928 High Rd., Finchley, Hillside 0560 Stockists. LONDON, N.19.—Lambton Garages. Lambton Rd. Tel. Archway 6866. Retail dealers.

LONDON, E.7.—Francis Motor Service, Ltd., 176-180, Romford Rd., Forest Gate Maryland 4431 & 6104.

ONDON, E.S.—Hackney Transport & Engineering Co., Ltd. (Paramount Autos). 59-115, Mare at. Amherst 0777/8/9. Distributors

ONDON, E.10. Snow: (Leyton), Ltd. 481, Les Bridge Rd., Leyton Leytonstone 3496 Stocking dealers

ONDON, S.E.18 - A Soringall, Ltd., 166-168, Plumstead Common F Woolwich 5313 Main dealers LONDON, S.W.1. Richards & Carr. Ltd., 132, Sloane RENAULT-Continued

LONDON. S.W.1.—Witcher & Son. 59. Cadogan Lane. Tel. Sloane 4126. Stockists. LONDON, S.W.7.—Offord & Sons. Ltd.. 154, Glou-cester Rd. FREmantle 3388. Retail dealers. LONDON, S.W.13.—Red Lion Garage (Barnes), Ltd., 4, Castelnau, Barnes, Riverside 1468 Retail

LONDON, S.W.16.—Gordon King Motors, Ltd. Mitcham Lane. Streatham 3133/5. Distributors MAYPAIR, W.1.—Charles Pollett, Ltd., 18, Berkeley St. Mayfair 6266/7/8. Distributors.

MIDDLESEX.—Pinner View Motors, Ltd., Pinner View Harrow. Harrow 3510. Dealers.

OKEHAMPTON (Devon).—Barton Garage. Tel. 312. Area dealers.

READING (Berks).—Weldale Motor Works, Chatham St. Tel. 54346. Reading exclusive Renault agents. REDRUTH (Cornwall).—Mill Garage, A30 Rd. Tel. St. Day 234. Main dealers.

ROMFORD (Essex).—Harold Webb Motors, Ltd., Roneo Corner, Hornchurch Rd. Tel. Hornchurch 48981/2. Retail dealers.

ST. ALBANS (Herts).—Butler's Motors, Hatfield Rd., Cavendish Rd. Tel. 54558. Area dealers. SHEFFIELD, 2.— Holmes & Younie, Ltd., 30-46, Suffolk Rd. Tel. 21378/9 & 21370. Distributors

SHOREHAM-BY-SEA (Sussex).—Old Shoreham Garage, Norman Motors, Ltd., 434, Upper Shoreham Rd. Tel. 3953 & 2057. Retail dealers.

SIDCUP (Kent).—Central Car Services (Sidcup).
Station Rd. Tel. Foots Cray 4375. Area dealers SITTINGBOURNE (Kent).—E. G. Pritchard. Ltd. Chalkwell Rd. Tel. 885/6. Distributors.

SLOUGH & WINDSOR.—Eton Garages, Ltd., 124, High St., Eton, Bucks. Windsor 2782, Distributors. SURBITON.—Welhams Renault Sales and Service, 5-7, Surbiton Hill Rd. Elmbridge 1873. Surrey dis-

TROWBRIDGE (Wilts).—Mortimer Street Garage, Mortimer St. Tel. Trowbridge 3565. Distributors. WALTON - ON - THAMES (Surrey).—Walton-on-Thames Motor Co., Ltd., 72, Bridge St. Tel. 23757/8 Retail dealers.

WIMBLEDON, S.W.19.—The Spur Garage & Service Station, Ltd., 39. Hartfield Rd. Liberty 4009.

WOLVERHAMPTON (Staffs).—Penn Motors Services, Ltd., Penn Rd. Tel. 36632. Distributors. WORTHING (Sussex).-K. N. Rudd (Engineers), Ltd. 41 High St. Worthing 7773/4. Retail

RILEY A BERDEEN.-Town & County Motor Garage, Ltd., 19, Justice Mill Lane. Tel. 22388. Distributors. ACTON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Tel. Acorn 6731, Agents.

ALTRINCHAM (Cheshire) .- Arden & Bull, Ltd., Old Market Place Tel. Altrincham 2662.63. Retail

BASINGSTOKE (Hants).-R. Hardy & Son. Ltd., By-Pass Rd. Basingstoke 1384. Agents.

BLACKWOOD (Monmouthshire).—Alfred Chaste Ltd. Tel. Plackwood 3165/6. Area main deale BLANDFORD (Dorset).—The Badger Garages, Ltd. Tel. Blandford 615/6. Retail dealers.

BOGNOR REGIS (Sussex).—W. Jones & Sons. Lennox St. Tel. 2166. Main agents.

BRIDGWATER (Somerset).—Vearncombes Motors, Bristol Rd Tel. 4101. Retail dealers. BROMLEY (Kent),—The Bromley Motor Works (Kent), Ltd. Masons Hill. Ravensbourne 1817 & 4693 Retail dealers.

CARDIFF.—Castle Garage (Cardiff), Ltd., Castle St. Tel. Cardiff 28246. Distributors,

CHEAM (Surrey).—Cheam Motor & Engineering Co., Ltd., Ewell Rd. Vigilant 0125/6/7. Retail dealers. OLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Skipton Rd. Colne 404/5. Distributors.

GODALMING (Surrey).—Jordan's Garage, Etd., 11-13, Ockford Rd. Tel. Godalming 820 (3 lines).

LONDON, W.1.-R Hardy & Son, 55, Marylebone High St. Hunter 0942. Retail dealers.

LONDON, W.1.—University Motors, Ltd., 80, Picca-dilly, Tel. Grosvenor 4141. Retail dealers. LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-8, Green Lanes, Winchmore Hill. Laburnum 6652/4. Retail dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane

LONDON, S.W.I.—J. James (London), Ltd., 55-56, Pail Mall. Trafalgar 7311, Distributors.

London' S.W.2.—Wilsons Automobiles & Coach-works, Ltd.. 36-38 Acre Lane. Brixton 4011.

LONDON, S.W.3,—Tankard & Smith (Chelsea), Ltd. 194-198, Kings Rd. Flaxman 4801 (5 lines) Re-

MAIDENHEAD (Berks).—Hall's Garage (Berkshire), Ltd, Windsor Rd. Tel. Maidenhead 5277 Dis-

NORTHAMPTON.—Grose, Ltd., Marefair 51682. Distributors.

NORWICH.—Boshier of Norwich Ltd., Chapelfield Road Garages. Tel 24184 (3 lines) Retail

PALMERS GREEN (London).—Saul & Slatter, Ltd., Aldermans Hill N.13. FOX Lane 1066. Retail

RICHMOND (Surrey).—Manor Circus Motors, Ltd., The Seacon, Lower Mortlake Rd Richmond 4004

SOUTHAMPTON (Hants) —Ivor Creek Ltd. Nichols Rd Garages Tel Southampton 23440 Area

SOUTHAMPTON.-H. G. Dobbs, Ltd., Riley House Lodge Rd Tel 25518/9 Distributors

NEW CAR SECTION CONTINUED



RILEY -Continued
TOLWORTH (Surrey).—Blue Star Garages, Ltd., The
Broadway Tel Elmbridge 0048 Stockists.
TWICKENHAM (Middx).—Splikins (Twickenham).
Retail dealers.

WALTON-ON-THAMES (Surrey). — Walton-on-Thames Motor Co., Ltd., 72. Bridge St Tel 23757/8 Retail dealers

RULLS-ROYCE

BROMLEY (Kent).—James Young, Ltd., London Rd.
Ravensbourne 3434/8. Special retailers for West

CHELTENHAM.—S. P. Broughton & Co., Ltd., Grove Garage, High St. Tel. 55374/5/6 Officially appointed retailers.

COVENTRY.—S. M. Newsome & Co., Ltd., Highway Carage, Kempus Highway. Tel. 67787. Retailers: EDINBURGH.—John Croall & Sons, Ltd. Castle ETerrace. Tel. Fountainbridge 7247/8. Distributors. LONDON, W.L.—H. A. FOX & Co., Ltd., 3-5, Burlington St., Old Bond St. Regent 8822.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Retailers. MAIDENHEAD (Berks).—R. S. Mead. Ltd., Meadway, Market St. Tel. 2474/5 & 2239. Retailers. MAYFAIR, W.1.—Charles Foliett, Ltd., 18, Berkeley St. Mayfair 6266/7/8 Retail dealers.

NORTHAMPTON.—Grose Ltd., Marefair Tel.
N31682 Distributors.
PIRBRIGHT (Surrey).—Clarke's of Pirbright Ltd.,
Guildford Rd. Brookwood 2201.2. Officially

PRESTON (Lancs).—Loxhams Garages, Ltd., Charn-ley St. Tel. 4242. Distributors. ST. ALBANS (Herts).—W. M. Couper, Ltd., Catherine St. Tel. 54343/4. Special retailers County of

ST. ANNES-ON-SEA (Lancs).—Kings Road Garage Co., Ltd., Kings Rd Tel. 670. Retail dealers.

ROVER
ALTRINCHAM (Cheshire).—Arden & Bull. Ltd., Old
Market Place. Tel. Altrincham 2662/63. Area

A YLESBURY (Bucks).—Michael Christie Motors.

B ANBURY (Oxon).—County Garages. The Cross
Tel. Banbury 2458. Distributors

BEXHILL-ON-SEA (Sussex).—F. Dobson, Ltd., Sack-ville Garage, Middlesex Rd. Tel. 2382/3. Dis-

BEXLEYHEATH (Kent).-W. T. Richards (Bexley-heath), Ltd., 74-78, Broadway, Tel. 6363. Re-

BIDEFORD (Devon).—Elliott & Sons (Motors). Ltd..

BOGNOR REGIS (Sussex).—Wilmott's Garage, Ald-wick Fid. Tel. 87. Distributors.

BOURNEMOUTH (Hants).—Keystone Garage. Ltd.. Exeter Rd. Tel. B'mouth 24433/4/5. Retail BRENTWOOD (Essex).—R. J. Blake, Kings Rd. Tel.
Brentwood 242. Area dealers

BROMLEY (Kent).-K. J. Motors, Ltd., Widmor-Rd. RAVensbourne 3456 (P.B.X.) Area dealers CAMBRIDGE.—Welchs Garage (Stapleford), Ltd., London Rd., Stapleford Tel. Shellord 3017, Re-

carl dealers.

CARDIFF.—Morsmith Motors, Ltd., 41, Frederick St.
Tel. Cardiff 30791. Distributors. CATERHAM (Surrey).—Layham's of Caterham, Croydon Rd. Tel. Caterham 2384. Retail dealers.

CHIDDINGFOLD. Nr. Godalming (Surrey).—Manns Garage, Ltd. Tel Chiddingfold 163/4 Retail

COLCHESTER (Essex).—Spurling Motors, Ltd., North Hill. Tel 3924. Main dealers. CROYDON (Surrey).-Bale & Co., Ltd., 57-59, South End. Croydon 3131. Retail dealers.

CROYDON -Leathwood's Garages, Ltd., 203, St. James Rd. Tel. Thornton Heath 8222 Main

DORKING (Surrey). - Dorking Motor Co., Ltd. Reigate Rd. Tel. Dorking 2256. Main dealers EAST HORSLEY (Surrey) .- John Claydon, Ltd., Ock-ham Road South. Tel. 400. Retail dealers.

EASTBOURNE (Sussex).—The Polegate Motor Co., Eastbourne Rd. Polegate 309. Retail dealers.

FLEET (Hants).—Stevens Bros (Fleet). Ltd. Tel 55/6 Distributors.

GIDEA PARK (Essex).—Gidea Park Motors, Ltd. 97-101 Main Rd. Romford 40066. Retail dealers GILLINGHAM (Kent).—Autoyachts, Ltd., Pier Rd. Tel. 52333/4. Retail dealers

GLASGOW, C.4 — James Gibbon (Motors), Ltd., 385, Parliamentary Rd. Tel. Douglas 1013/4. Distri-

HARLOW (F. sex).—Parsons and Parsons (Garages)
Ltd Tel. Potter Street 121/2/3 Area agents. HAVERFORDWEST (Pen'bs).—Green's Motors. Ltd. Jubilee Gardens. Tel 741. Distributors. KNUTSFORD (Ches).—J. A. Phibbs, Ltd. Highway Garage Tel Knutsford 2525 (5 lines). Main

L EICESTE R.—C. A. Nelson, Ltd., Abbey Lane Tel.
L EICESTER.—Waiter b. Sturgess & Sons, Ltd., 2-22,
Braunstone Gate. Tel. 22047/8/9.

L ONDON, W.1 -Philip Rickards, Ltd., 4, Brick St., Park Lane. GRGsvenor 4772/3. Retail dealers. LONDON. W.1: University Motors, Ltd., 80, Picca-dily Tel Grosvenor 4141. Retail dealers ROVER-Continued

LONDON, W.8 - Metropolis Garages, Ltd., 45, Earls Court Rd., Kensington Western 4544 Dealers LONDON, N. W.3. - Northways Garage, Finchley Rd. Swiss Cottage, Tel. Primrose 1127 Agents LONDON, N.S.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Tel. Mountview 5228, Retail

LONDON, N.9 - Grove Garage & Motors, 293-7, Fore St. Edmonton 6050 & 4162. Retail dealers. LONDON, E 7.-R. P. Powell Motors, Ltd., 321, Romford Rd., Forest Gate Marviand 7781. Area

LONDON, SE.5.-M.A Autos (Ruskin Park), Ltd., 123 Denmark Hill. Brixton 0870 & 0878 9. Retail dealers.

ONDON, S.W.t.--Clarke & Simpson. Ltd. 49, Sloane
Square T.¹ Sloane 0436.
ONDON, S.W.4.--Park Hill Motors (Clapham). Ltd.
74, Park Hill, Clapham. Macaulay 7211. Retail

dealers, ONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Tel. Wimbledon 0165/4/5. Main

LUTON (Beds).—Dunham & Haines. Ltd., 46, Castle St. Luton 8300. Distributors

MALDON (Essex).—A. W Ruggles & Sons. Ltd., Causeway Garage. Tel. 171 & 338. Retail MALVERN (Worcs).—Bowman & Acock, Ltd., Picklersleigh Garage, Worcester Rd. Tel. 262.

MAYFAIR, W.I.—Charles Follett, Ltd., 18, Berkeley St Mayfair 6266/7/8. Retail dealers. NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son. Ltd., Bronswick St. Newcastle 67321/2. Retail

NEWMARKET (Suffolk).—Crisswell's Garage (1944). Ltd., High St. Tel. Newmarket 2366. Area dealers. NORTHAMPTON.—Grose, Ltd., Marefair, Tel. 31682.

Oxford 42275/6. Distributors.

PLYMOUTH.—Vospers Motor House (Plymouth), Ltd., Coburg St. & Old Town St. Tel. 64277 (5 lines), PORTSMOUTH (Hants).—Linington Bros., Ltd., 30-32, Commercial Rd. Portsmouth 21661 Dis-tributors.

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98.
Upper Richmond Rd. Putney 7881/5. Retail RAMSGATE (Kent).-A & B. Garages, Ltd Tel.

READING (Berks) .- T. Baker & Sons (Reading). Ltd., 35 & 37: Friar St. Reading 51221 4 Dis-

RICHMOND (Surrey).—The Black Horse Garage (Richm nd), Ltd., 174-6, Sheen Rd Richmond 6441 5 Reta 'ealers

RICKMANSWORTH (Herts).—Bridge Motors. Church St. Rickmansworth 2362. Dealers. ROMFORD (Essex).—Harold Webb Motors, Ltd., Reneo Corner, Hornchurch Rd. Tel. Hornchurch 49981.2. Retail dealers.

ST. ALBANS (Herts). - W. M. Couper, Ltd., Catherine St. Tel 54343/4, Main agents

SANDERSTEAD (Surrey).—Leathwood's Garages, Ltd., 367. Limpsfield Rd. Tel. Sanderstead 4478/9 SCUNTHORPE (Lincs).—E. Rounce, Ltd., Brumby Wood Lane, Tel. 2163. Area dealers

TADWORTH (Surrey).-French & Foxwell, Ltd. Tel. Burgh Heath 66 Stockists. VIRGINIA WATER (Surrey).—Gavin Fairfax, I.td., Wentworth Service Garage. Wentworth 3154. Area

WALTON (Somerset, - Walton Motors, Nr. Street, Tel. Street 210. Retail dealers.

WATFORD (Herts).--Harris-Mayes & Co., Ace of Herts Garage, St. Albans Rd. Watford 4026.

WEMBLEY (Middx).—James Green Motors, 28-30. Watford Rd. Arnold 4567. Retail dealers. WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea

WEYBRIDGE (Surrey), -- Wood's Garages Ltd., High St. Tel. 2268. Area dealers.

WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd. Tel. 3231. Dealers. WOKING (Surrey).-L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Sub-retail dealers. WORTHING (Sussex).—Boorer's Garage, 53, Broadwater St. Tel. 5467/8. Retail dealers.

LAND-ROVER ALTRINCHAM (Cheshire).—Arden & Bull. Ltd., Old Market Place. Tel. Altrincham 2662/63 Area

A YLESBURY (Bucks) -Michael Christie Motors Bicester Rd. Tel. 4727. Area dealers. GIDEA PARK (Essex).—Gidea Park Motors, Ltd., 97-101, Main Rd. Romford 40066. Retail dealers.

HAVERFORDWEST (Pembs).—Green's Motors, Ltd., Jubilee Gardens. Tel 741. Distributors. KNUTSFORD (Ches).—J A. Phibbs, Ltd., Highway Garage Tel. Knutsford 2525 (5 lines). Main

LEICESTER.—Walter E. Sturgess & Sons. Ltd., 2-22
Braunstone Gate Te: 22047/8/9. LONDON, E.7.-R. P. Pewell Motors, Ltd., 321, Romford Rd., Forest Gate, Maryland 7781. Area

L ONDON, S.W.19.—Evans (Wimbledon), Ltd., 131, Alexandra Rd. Tel. Wimbledon 0163,4/5. Main MALDON (Essex).—A. W. Ruggles & Sons. Ltd. Causeway Garage. Tel. 171 & 338 Retail

MAYFAIR, W.1.—Charles Foilett, Ltd., 18, Berkeley St. Mayfair 6266/7/8. Retail dealers. PLYMOUTH. Vosper: Motor House (Plymouth). Ltd Coburg St. & Old Town St. Tel. 64277 (5

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PUTNEY, SW 15.—Rebbins of Putney, Ltd., 96-98, Retail

ST. ALBANS (Herts).—W. M. Couper Ltd., Cather-Size St. Tel. 54343/4. Main agunts. W. ATFORD (Herts).—Harris-Mayes & Co., Ace of Herts Garage St. Albans idd Wat.ord 4026.

SCOUTAGAR
SOUTHAMPTON. Southampton Service Station. Ltd., Sarahampton 72653.

SIMCA ARONDE
ASHFORD (Kent).—G A. Jenner & Sons, Ltd.,
Rice north Garage, Ashford 365 Area (cealers,
BROCKENHURST (dants).—The Garage (W. Brass),
Fact Beddre, Beaulieu 299, Retail (dealers)

CHELMSFORD (Essex).—Continental Car Services, Ltd., Springfield Rd. Tel. 4881. Distributors. COLCHESTER (Essex).—Bucknell & Merchant, Par-sons Heath. Colchester 5705/6. Distributors. DENHAM (Bucks).—Denham Motor Sales, Ltd., Denham 2678. Distributors.

EDINBURGH, 7.—Gilroy of Edinburgh, East London St. Tel. Waver.ey 2052 East Scotland distribu-

EVESHAM (Nr.).—Black & White Garages (Harvington), Ltd., Harvington. Harvington 351 & 251.

GILLINGHAM (Kent) .- Autoyachts, Ltd., Pier Rd. Distributors. GLOUCESTER.—E. T. Lundegaard. Ltd. 106-110. Continue St. Tel. 21001 & 22850 Retail dealers. GRAVESEND (Kent).—H. & P. of Gravesend, 58-2. Pelfiam Road South. Tel. Gravesend 2424

HERSHAM, Nr. Walton (Surrey) - Anthony Crook Motors, Ltd., The Roundabout. Walton 23644.

KENT (N.S.W.).-Milestones Service Garage, Ltd., 308, Erith Rd., Bexleyheath Erith 2469 & 2629.

LONDON, W.1.-H. C. Paul, Ltd., 52. Bruton Place. Berkeley Square. Mayfair 0821. Distributors. LONDON, W.2.—Mayfair Garages, Ltd., Bishops Bridge Rd AMBassador 1061 (4 lines). Main

LONDON, N.S. - Jack Williams (Motors), Ltd., 169. Priory Rd., Hornsey. Mountview 5228. Distribu-

LONDON, S.W.1.—Richards & Carr. Ltd., 132, Sloane St. SLOane 6165. Retail dealers. Manchester, 14.—Anderson's Garage, Ltd., Eger-ton Rd., Fallowfield. Rusholme 2866 Distribu-

NEWCASTLE-UPON-TYNE.—Irvine Motors (New-eastle), Ltd., Gallowgate Garage, Gallowgate, Tel. 26272. Distributors.

PLYMOUTH.—Vospers Motor House (Plymouth), Ltd., Coburg St. & Old Town St. Tel, 64277 (5 lines). Distributors

PORTCHESTER (Nr. Portsmouth). Hants.—Hunford & Son, Ltd., West St. Cosham 70222-3. Distribu-

PRESTON (Nr.) (Lancs) - Carters International Garages, Broughton Broughton 400 (3 lines)

ROMFORD (Essex).—Harold Webb Motors, Ltd., Roneo Corner, Hornchurch Rd Tel. Hornchurch 48981/2. Area dealers.

WESTON-SUPER-MARE (Somerset).—Shrubbery Garages, 55, 57 & 64 Upper Church Rd. Tel. 1080. Distributors

Wimbl.EDON, S.W.19.—The Spur Garage & Service Station, Ltd., 39, Hartfield Rd Liberty 4003.

WORTHING (Sussex).—James Taylor Automobiles, Ltd Berney House, Findon Rd Findon 3022

SIMCA VEDETTE
CHELMSFORD (Essex).—Continental
Car Services.
Distributors. EDINBURGH, 7.—Gilroy of Edinburgh, East London St. Tel. Waverley 2052. East Scotland distribu-

GILLINGHAM (Kent).—Autoyachts, Ltd., Pier Rd. HERSHAM (Nr. Walton, Surrey).-Anthony Crook Motors, Ltd., The Roundabout. Walton 23644.

KENT (N.S.W.).-Milestones Service Garage, Ltd., 308, Erith Rd., Bexleyheath Erith 2469 & 2629.

AYLESBURY Bucks).—G. E. Lawrence (Motors).
A Ltd., New Street Garage. Tel. 5155 Retail

BASINGSTOKE (Hants).—Hatch Motors (Basing-stoke), Ltd. Tel. 2050. Area dealers.

BODMIN (Cornwall), -G. J. Smith (Motors), Ltd.,
Bodurnemouth (Hants). -Hartwell Motors,
BOURNEMOUTH (Hants). -Hartwell Motors,
Winton 1777/9. Main

BRIDPORT (Dorset).—The Harbour Garage, West Bay Tel. 2492. Area dealers.

CHELMSFORD (Essex).—Sewell & King, Ltd., Springfield Rd. Chelmsford 2145 & 2230 Dis-COLCHESTER (Essex).—Anglian Autos. 10 14. Os-borne St. Colchester 4955. Distributors.

COWLEY (Nr. Uxbridge, Middx),—Times Garages, Ltd., High St. Uxbridge 6521. Retail dealers. CROYDON.—Jack Thomas (Car Sales), Ltd., 31. Croydon 0651. Retail EDINBURGH.—John Croall & Sons, Ltd., Castle Terrace. Tel. Pountainbridge 7247/8. Distri-

GILLINGHAM (Kent).-J. S. Plommer, Ltd., West-court Garage, Canterbury St. Tel. 53118 Agents.

NEW CAR SECTION CONTINUED



GOSPORT (Hants).—Aldridge & Riddle (Gosport). Ltd., 15, Clarence Rd. Tel. 81381. Area dealers. GULLPORD (Surrey) —Stanley Godfrey & Co., Ons-low St. Guildford 6726'9. Main dealers. HERTPORD.—Highway Motors (Hertford). Ltd., 80, Ware Rd. Tel. 3692. Distributors.

KINGSTON-UPON-THAMES (Surrey).-F. Johnson & Co., Brook Street Service Station. Kingston 2929 & 8080. Retail dealers

LEICESTER.—Walter S. Sturgess & Sons, Ltd., 2-22, Brunstone Gate. Tei. 22047/8/9. LONDON, N.S.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey, Mountview 5228. Retail dealers,

LONDON, N.14.—Premier Garage (Southgate), Ltd., 99, Chase Side, Southgate. Palmers Green 3687.

LONDON, N.20. B. & H. Motors, 1460-8, High Rd., Whetstone. Tel. Hillside 6671. Main dealers, LONDON, S.E.6.—Carris Motors, Ltd., 104-106, Brom-ley Rd., Catford. Tel. Hither Green 5451. Area dealers.

MANCHESTER, 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel Deansgate 3325 6. Retail

NEWBURY (Berks), G.E.M. Garages, Ltd., Pem-iroke Rd. Tel. Newbury 683. Retail dealers. OXFORD.—Humphris (Oxford), Ltd., 59, St Cle-ments. Tel. Oxford 41484.

PEACEHAVEN (Sussex)—West End Garage, South Coast Rd Tel. Peacehaven 2567. Retail dealers. PLYMOUTH (Devon)—Turnballs, Ltd., Autocat House Haverstock Rd. Tel. Plymouth 64514 Main-

PORTCHESTER (Nr. Portsmouth) (Hants).—Huxford & Son. Ltd. West St. Cosham 70222.5. Dealers READING (Berks).—Royal Berks Motor Co., 35-43. Thorn Street. Tel. 51326. Main dealers.

SEVENOAKS (Kent) - M.U. Motors, Seal Rd Tei Sevenoaks 4232. Retail dealers

S HOREHAM-BY-SEA (Sussex).—Old Shoreham Gar-age, Norman Motors, Ltd., 454, Upper Shoreham Rd. Tel. 3953 & 2057. Retail dealers.

SIDCUP (Kent).—G. Sheppard & Son. Ltd., 15. Rectory Lane. Tel. Footscray 2132 & 2589 Main agents,

SOUTHSEA (Hants).—Seals of Southsea, Ltd., 67.
Shighland Rd. Portsmouth 52222. Main dealers
TORBAY (Devon.—Paignton Motors, Ltd., Preston
Garage, 391, Torquay Rd. Paignton 82756, Dis-

WALTON-ON-THAMES
Thames Motor Co., Ltd., 72, Bridge St. Tel.
23757/8. Retail dealers.

23757/8. Retail geners.

WELWYN GARDEN CITY (Herts), -Lockstones
Garages, Ltd., Swallowfields, Tel, Welwyn Garden
5401. Dealers,

WOKING (Surrey). - Phipps Autos. Ltd., Corner Garage, St Johns Tel Woking 3464 Area

SKODA

ST. ALBANS (Herts). - Watling Street Garage. Flamstead. Tel, Markvate 240 & 420. Distributors

A BERGELE (Denbighshire)) - Slaters Garages (Abergele), Ltd., Tel. 2586 (PABX). Retail dealers.

A CTON (London, W.3) - Acton Town Garage, Ltd., 85, Gunershirty, Lane, Acorn 4223 & 4147

A CTON W.3 - Davies Car Centre, Ltd., 22-34, Horn Lane, Tel Acorn 6751

ALTON (Hants). F. W. Kerridge, Ltd., 32-36a. High St. Tel. Alton 2224 5. Retail dealers. A SHFORD (Kent).—G. A. Jenner & Sons, Ltd., Kingsnorth Garage, Ashford 365. Retail dealers A YR.—James M. Anderson, 78-81. Prestwick Rd Tel Avr 63951 Retail dealers.

BALDOCK (Herts). Quently Bros., Ltd., Tel Baldock 3255 Distributors

BASINGSTOKE (Hants) — Tysoe & Lewin, Ltd., Log-don Rd., Tel. 71. Area dealers

BEKENRAM (Kent).—Dud-sy Mims Automobiles, Ltd., 128-156, Beckenham Rd. Sydenham 4755 Retail dealers.

BECKENHAM (Kent), -Park Langley Garage, Ltd., Wickham Rd. Tel. 3466-78. Retail dealers, BEXLEYHEATH (Kent) - W. T. Richards (Bexleyheath), Ltd., 74-78. Broadway. Tel. 6565. Area

BOGNOR REGIS (Sussex).—Wilmott's Garage, Aldwick Rd. Tel 87. Area dealers,
BOURNEMOUTH (Hants).—Cliff Drive Garage, Cross
Roods, Southbourne. Bournemouth 47655. Retail

BRENTWOOD (Essex).-Hutton Garage, Ltd., Ray-leigh Rd. Tel. Brentwood 2417. Area dealers.

BROMLEY (Kent).—Norman Hall, Ltd., Blyth Road Garages. Tel, Ravensbourne 2583. Dealers.

BROMLEY Kent).—K.J Motors, Ltd., Widmore Rd RAVensbourne 2456 (P.B.X.). Area dealers. CHANDLER'S FORD (Hants).—Short Garages (Chandler's Ford), Ltd. 109, Winchester Rd., East-leigh, Chandler's Ford 2221. Retail dealers.

CHATHAM (Kent).—Cat & Electrical Services, Ltd.,
Maidstone Road Garge Tel. Chatham 41511.

CHEAM (Surrey).—Cheam Motor & Engineering Co.,
Ltd., Ewell Rd. Vigilant 0125 6 7. Retail dealers GLOUCESTER.—Century Motors (Gloucester), Ltd., 174-182. Southquie St. Tel 21001/2. Retail clares Hill. S.W. II Tel Batterses 2252 Retail clares

STANDARD—Continued

COCKFOSTERS (Herts)—Broadfields Garage & Engineering Co. Ltd., Standard House, Tel. Barnet COVENTRY S H Newsome & Co., Ltd., Highway Garage, Kempus Highway Tel. 67787. Distribu-

CRANLEIGH (Surrey) -The Cranleigh Motor Co., Ltd Tel Cranleigh 523 Retail dealers. CRAYFORD (Kent) - The Sun Garage & Engineering Co. Ltd., Bexley Lane. Tel. 25474. Retail

CROYDON (Surrey: Carrs Auto Sales, Ltd., Standard House, South End Croydon 6068, Distri-

CRYSTAL PALACE S E.19.—Selhurst Park Garages. Century House, Church Rd LiVingstone 71779 & 3144 Retail dealers.

Dagwar House South St Tel. 2834 5 6.

E Lane. Mill Hill 2244 Retail dealers.

ENFIELD (Middx).—Levender Hill Gatage. The Ridgeway Tel. Enfield 4266.

Retail dealers.

ENFIELD (Middx).-Walters (Motors), Ltd., 356-360, High St., Ponders En 4 Howard 1646. Stocking dealers.

PSOM (Surrey) - Wilsons Automobiles & Coachworks Ltd., 1. Dorking Rd. Tel. 3901. Retail

Gealers.

E WELL (Surrey: -Dawnier Motors, Ltd., Ewell ByPass, Tel Ewell 2582, 5/4, Retail dealers.

E XETER (Devon). -Loce Brothers, Ladysmith Rd.

E Tel Exeter 75990, Retail dealers.

GRAVEESRD (Kent). -Spooner Motors, Ltd., The

HERTFORD, -High-ray Motors, (Rettlord). Ltd. 40.

Grove. Tel 5235 7. Retail dealers.

HERTFORD.—Highway Motors (Hertlord), Ltd., 80, Ware Rd Tel 8692. Retail dealers.

HNDHEAD (Surreys.—The Hindhead Engineering Co., Ltd., Tel Hindhead 1000.

HUDDERSFIELD A. G. Boyes & Co., Ltd., East Parade Tel. Huddersheld 7676 7 8.

KINGSBRIDGE (Devon) -- Bowman's Garage, 102, Fore St Tel Kingsbridge 2129. Retail stocking

KINGSBRIDGE (Deven).—Duncombe Garage Dun-combe St Tel. Kingsbridge 2129, Stocking dealers. KING'S LYNN (Norfolk)—A. T. Johnson. Fourways. Service Station. Tottenhili Watlington 706

KINGSTON (Surrey). -Park Motors (Kingston), Ltd., 187-193. London Rd Tel. 7610 & 1544. Main

LISKEARD (Cornwall) - Taylors Motors (Liskeard) Ltd., Barras St. Tei 3311 & 3295. Retail dealers LONDON W.1.—Philio Rickards, Ltd., 4. Brick St., Park Lane. Grosvenor 4772/3. Retail dealers.

LONDON. W.1.—University Motors, Ltd., 80, Picca-dilly Tel. Grosvenor 4141. Retail desiers. L dilly Tel. Gross-nor 4141, Retail dealers.

ONDON W.2.—R. S. currie & Co., Ltd., .05

Westbourne Grove Beyswater 0085 Retail dealers.

ONDON. W.5.—S and K. Motors, 26-50, Uxbridge

L Rd Ealing Ealing 4161 & 1219, Retail dealers.

ONDON. W.6.—Normand Ltd., 405-9. King .4.

Tel Riverside 3665 6 Retail dealers.

L ONDON. W.8.—Metropolis Garages, Ltd. 45, Earla Court Rd., Kensington Western 4544. Dealers. L ONDON, W.11.—John S Iruscott, I.td., 173, West-bourne Grove Bayswater 4274. Retail dealers. L ONDON, W.13.—Green Man Garage (Ealing) Ltd., 64. The Broadway, West Ealing Ealing 5044.

LONDON, N.W.2.—Starnes Motors, 103. Broadway, Cricklewood Gladstone 2480. Retail dealers.

LONDON, N.W.3.—Lewis Autos, Elsworthy Rise, Adelaide Rd. Primrose 5044 & 5457, Stocking dealers. ONDON, N.W.S.—Apsley House Garage, Apsley House, Finchley Rd Primrose 5000, Retail dealers, ONDON, N.W.10.—Slocombes, Ltd., Dudden Hill Lane, Neasden, Willesden 4669, Retail dealers

LONDON, N.6.—Gatehouse Motors Ltd. 1, Hamp-stead Lanc, Highgate Mountview 4444 Retail

LONDON, N.8 -Jack Williams (Motors) Ltd., 169.
Priory Rd Hornsey, Mountview 5228, Stocking L ONDON, N.9 -Grove Garage & Motors, 293-7. Fore St., Edmonton 6050 & 4162 Retail dealers

LONDON, N.11 - L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane, Enterprise 7667 0321. Stocking age: 45.

LONDON, N.15.-Marsto: Motor Co., Ltd., Seven Sisters Rd. Tel. Sta. 8000. Retail dealers.

L ONDON N.16.—Hunter Motors Ltd., 85-87, Stoke Newington Rd. Clissold 0031.5. Retail dealers. LONDON, N.21.—W.M. Garages, Ltd., 700, Green Lanes Winchmore Hill. Laburnum 4705 6 Retail

LONDON, E.10,—Snows (Leyton) Ltd., 481, Les Bridge Rd., Leyton Leytonstone 3496, Stocking

LONDON, S E 10 -Greenwich Automobiles Ltd., 18-19, Stockwell St. Greenwich 1438 & 5278.

LONDON, S.E.14.-M. B. Motors, 334-536, New Cross Rd Tideway 3779, Main agents.

L ONDON, S.E.15.—Freeman Motors Ltd., 33, Copeland Rd. New Cross 3381/2 & 5595. Retail dealers. L ONDON. S.E.19.—Selhurst Park Garages. Century House, Church Rd. LIVingstone 7177.9 & 3144.

L ONDON, S.E.20.—Harold G Cole & Co., Ltd., Ag-caster Garage Croydon Rd., Penge. Sydenham L ONDON, S.E 23 - Seager & Co., 175 Perry Vale

STANDARD Continued

LONDON, S.L.24. George Osborne Ltd., Herne Hill
Rd. Tel Brixton 2087/8/9.

L ONDON, S.E 26.—Hillier Motors Ltd., 144-156, Dart-mouth Rd Forest Hill 9351/2 & 2432. Retail

L ONDON, S.W.1.—Gordon & Glynn, 79, Cadogan Lane, Sloane St. Sloane 8326. Retail dealers.

LONDON, S.W.2.—Wilsons Automobiles & Coachworks Ltd., 36-38, Acre Lane, Brixton 4011. Retail LONDON, S.W.7.—Brompton Garage Ltd., 107-109, Old Bromptor Rc., South Kensington, Kensington

LOUGHTON (Essex).—Brown's Garage (Loughton)
Ltd., High Rd. Loughton 6262. Stocking agents.

LUTON (Beds).-F. H. Moss (Garages) Ltd., Park St Luton 5825. Area dealers. MAIDENHEAD (Berks).—Hall's Garage (Berkshire) Ltd., Windso: Rd. Tel. Maidenhead 5277 District

MALDON (Essex).—A. W. Ruggles & Sons Ltd., Causeway Garage. Tel. 171 & 338. Retail dealers. MORETON-IN-MARSH (Glos).—Curfew Garage, High St. Tel. M-in-M 23. Retail dealers.

NEW MALDEN.—South Western Garage (New Malden) Ltd., Station Yard. Malden 1212. Retail

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3391 (3 lines). Distributors. OXFORD.—Eyles & Eyles, Ltd... Standard House, London Rd., Headington. Tel. Oxford 62699.

PEACEHAVEN (Sussex).—West End Garage, South Coast Rd. Tel. 2367; Retail dealers.

PINNER (Middx).—Greenhill Motor Co. Ltd., Marsh Rd. Tel. Pinner 9888, Distributors.

PRESTON (Lancs).—Loxhams Garages Ltd., Charnley St Tel 4242 Distributors.

PUTNEY, S.W.15.—Robbins of Putney Ltd., 96-98, Upper Richmond Rd. Putney 7881/5, Retail dealers.

READING (Berks).—Ford Bros., Shinfield Garage, Shinfield. Tel. Reading 85140. Retail dealers. READING (Berks).—Julians of Reading, Ltd., 27, Kings Rd. Tel. Reading 52494. Distributors.

REIGATE (Surrey):—Reigate Garage, Ltd., 22-36 & 51a, Bell St. Reigate 5333/4, & 4141. Distributors. RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 6441/2/3. Retail dealers.

ROMFORD (Essex).—Romford Motor Co., Ltd., 181, South St. Romford 61200. Retail dealers.

ST. ANNES-ON-SEA (Lancs).—Kings Road Garage Co., Ltd., Kings Rd. Tel. 670. Distributors. ST. NEOTS (Hunts).—Pashleys Garage 46-48, Cambridge St. St. Neots 133. Dealers.

SEVENOAKS (Kent).-M.U. Motors, Seal Rd. Tel. Sevenoaks 4232, Retail dealers.

SIDCUP (Kent).—Hatherley Garage (Sidcup), Ltd., Hatherley Rd. Foots Cray 1126/9. Area dealers. SOUTH MORWOOD, S.E.25.—Leathwood's Garages, Ltd., 3, Selhurst Rd. Tel. Thornton Heath 8261.

SOUTHWOLD (Suffolk).—Boshier of Norwich (Distributors), Ltd., Victoria St. Tel. 2125. Retail SUNDERLAND.—Mill Garages (Sunderland), Ltd., Newcastle Rd. Tel. Sunderland 58225/6. Retail

SURBITON (Surrey).—Raeburn Garage, Ltd., Raeburn Ave. Tel. Elmbridge 1879. Agents

SWINDON (Wilts).—Quantock Motors, Ltd., Devizes Rd. Tel. Swindon 5283/4. Distributors. TOTNES (Devon).—Evans and Cutler, Ltd., "The Standard People." Totnes 2466 (3 lines). Area

TUNBRIDGE WELLS (Kent).—Stevensons Motors, Ltd., London Rd. Tel. Tunbridge Wells 3440. TUNBRIDGE WELLS (Kent).—Ward's Service Garage, Ltd., 319-323, St. John's Rd. Southborough 1000

TWICKENHAM (Middx).—Spikins (Twickenham), Ltd., 83-101, Heath Rd. Popesgrove 1035/6/7/8. Area dealers

VIRGINIA WATER (Surrey).—Gavin Pairfax, Ltd., Wentworth Service Garage. Wentworth 3154.

WALTON-ON-THAMES.—Walton Car Sales, Ltd., Grove Filling Station, 98, Terrace Rd. Tel. 20759 & 26094. Retail dealers.

WEMBLEY (Middx).—James Green Motors, 28-30, Watford Rd. Arnold 4567. Retail dealers. WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247.

WOKING (Surrey).-L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Retail dealers.

WOOTTON BASSETT (Wilts).—Stranges Manor Garage, High St. Tel. 216. Retail dealers. WORTHING (Sussex).—Boorer's Garage, 53. Broadwater St. Tel. 5467/8. Area dealers.

SUNBEAM

A BERGELE (Denbighshire).—Slaters Garages (Abergele), Ltd. Tel. 2346 (PABX). Retail dealers. A YLESBURY (Bucks).—Michael Christie Motors, Bicester Rd. Tel. 4727. Retail dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202. High St. Barnet 0322. Area dealers.

BASINGSTOKE (Hants).—Wheeler & Ayland, Ltd. Reading Rd. Tel. 386. Main area dealers BIRKENHEAD.—Xirbys, Ltd., Woodchurch Rd. Prenton. Tel. Mountwood 2205. Main dealers.

BIRMINGHAM. 22B.—Charnwood Garage (B'ham), Ltd., Wellhead Lane, Perry Barr Birchfields 4240. Retuil dealers.

BLACKPOOL (Lancs).-Kirbys, Ltd., 292. Church St.

NEW CAR SECTION CONTINUED



SUNBEAM-Continued

BOURNEMOUTH (Hants).—George Hartwell, 1.td., 35-41, Holdenhurst Rd. Bournemouth 26566.

BOURNEMOUTH (Hants).—Scientific Motors (Bourne-mouth), Ltd., Exeter Rd. Bournemouth 23254/5.

BRISTOL, 1.—The Cathedral Garage, Ltd., Tel. 20031 (10 lines). Distributors.

BYFLEET (Surrey).—Noel Roscoe, Ltd., High St. Tel. 270 & 4199. Exclusive Rootes dealers. CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Tel. High-

COBHAM (Surrey).—Central Garage (Surrey), Ltd.
Portsmouth Rd. Cobham 306 & 3239. Retail dealers COULSDON (Surrey).-H. Harmer (Coulsdon), Ltd., 272, Chipstead Valley Rd. Downlands 2255. Retail

COVENTRY (Warwickshire).—Morton's Garage, Ltd., 81, Binley Rd. Tel. 53351/8. Retail dealers. COWLEY (Nr. Uxbridge, Middx).—Times Garages, Ltd., High St. Uxbridge 6521. Retail dealers.

CROYDON.—W Shirley & Sons, 17. Montague Rd.
Tel. Croydon 8341.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd.
Croydon 2115, Area dealers.

EALING, W.5.—Ealing Motor Co., 13-14, The Mail.
Tel. EALing 1132.

EGHAM (Surrey).—W. & I. Motors, Star Works. High St. Tel. 5838. Retail dealers. ENFIELD (Middx).—Lyne, Frank & Wagstaff, Ltd...

FARNBOROUGH (Hants).—Crescent Service Station.
Mytchett Rd., Mytchett. Farnborough 2164
Retail dealers.

FOREST ROW (Sussex).—Wych Cross Service Station. Tel. Forest Row 125. Retail dealers. GOSPORT (Hants).—Aldridge & Riddle (Gosport). Ltd., 15, Clarence Rd. Tel. 81381. District cealers GUILDFORD (Surrey).—A. Gray & Co., Ltd., 7-8. Woodbridge Rd. Guildford 2885. Main dealers

HATFIELD (Herts).—W. Waters & Sons, Ltd., Bar-net By-pass. Tel. Hatfield 2711. Main dealers. PSWICH (Suffolk).—Howes & Sons, St. Ipswich 52296 7. Main deale

KINGSTON-UPON-THAMES.—H. Taylor & Co. 135. London Rd. Kingston 1263 (6 lines). Liverpool Royal 3567. Main dealers. LONDON, W.1.—Jack Alpe, 50. Marylebone High St. Tel. Welbeck 1124. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405-9, King St. Tel. Riverside 3665/6. Retail dealers. LONDON, W.11.—G. E. Widden & Co., Ltd., 10, Blechynden Mews, Lancaster Rd. Park 4949

L ONDON, W.12.—D. Creed, Ltd., 176, Goldhawk Rd. Shepherds Bush 2812. Retail dealers. LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 4801/2/3 & 7082. Retail

CONDON, N.1.—Cattermoles (Garages). Ltd., 79-Pentonville Rd. Terminus 1001. Retail dealers LONDON, N.2.—W. S. Down, Ltd., Great North Rd., E. Finchley. Fudor 9783/4. Retail dealers. LONDON, N.12.—Lindsay Brothers. Ltd., 923-925. High Rd., Finchley. Hillside 1022. Area dealers. LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd Tel. Tottenham 8811. Area dealers.

LONDON, E.7.—Forest Gate Motor Co., 513, Romford Rd. Grangewood 8166. Retail dealers. L ONDON, E.11.—Nightingale Motors, Ltd., Nightingale Lane. Wanstead 5155. Authorised dealers. LONDON, S.E.1.—Hotchkiss Garages, 450, Old Kent Rd; 1. Glengall Rd. Bermondsey 1377/8. Retail

LONDON, S.E.6.—Carris Motors, Ltd., 104-106, Bromley Rd., Catford. Tel. Hither Green 3451.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Tel. Lee Green 8585. Area dealers.

LONDON, S.E.15.—Regal Garage (Old Kent Rd.), Ltd., 814, Old Kent Rd. New Cross 4966. Area dealers.

ONDON, S.W.4.—Wilsons Automobiles & Coachworks, Ltd., 85-97, Crescent Lane. Brixton 4011.

Stocking dealers.

L ONDON, S.W.7.—Brew Brothers, Ltd., 133, Old Brompton Rd., South Kensington. Freemantle 35333 Area dealers.

LONDON, S.W.9.—Ingarfields Garage. Ltd. 243 Brixton Rd. Tel. Brixton 0911/2. L ONDON, S.W.19.—Burt's Motors, 1, High Colliers Wood. Liberty 8232. Retail dealers.

MAIDENHEAD (Berks).—R. S Mead (Sales). Ltd...
42, Queen St. Tel. 3431/2. Area dealers MALVERN (Worcs).—Bowman & Acock, Ltd., Picklersleigh Garage, Worcester Rd. Tel 262

NEWPORT (Mon).-F. N. Morgan & Co., Ltd. 57. Chepstow Rd. Tel. 58411. Main dealers. NEWTON MEARNS (Renfrewshire).—Anderson (Newton Mearns), 268, Ayr Rd. Tel. 2271 Main

PETTS WOOD (Kent).—Dunstonian Garage, Station Square. Tel Orpington 24232. Area dealers PINNER (Middx).—Northwood Hills Motor Co.. Joel St. Northwood Hills Northwood 3271/2 Area SUNBEAM-Continued

POTTERS BAR (Middx).—Regent Garage. 17. High St. Tel. 2139. Retail dealers.

READING (Berks).—Reading Garage Co., Ltd., Cork St. Tel. 55755. ROMFORD (Essex).—Romford Commercial Cars, 20-28, London Rd. Romford 45844/5/6/7, Area

ROMFORD (Essex).—Harold Webb Motors, Ltd., Roneo Corner, Hornchurch Rd. Tel. Hornchurch 48981/2. Retail deafers

SOUTHPORT (Lancs).—Kirbys, Ltd., 91, Lord St. Tel. Southport 4158. Main dealers. SUNDERLAND.—Mill Garages (Sunderland), Ltd., Newcastle Rd. Tel. 58225/6. Retail-dealers.

SURBITON (Surrey).-H. Taylor & Co., 1-2, The Crescent. Elmbridge 0081 (2 lines). Area dealers Wakefield (Yorks).—K. Burdin, Ltd., Northgate. Wakefield 2641. Rootes group dealers.

WEYBRIDGE (Surrey).-R. J. Shanks & Co., Ltd., Baker St. Weybridge 2288 (5 lines). Area

WILLITON (Somerset).—Somerset Motors, Ltd. Tel. Williton 11. Retail dealers.
WOKING (Surrey).—L. F. Dove, Ltd., Guildford Rd.,
Tel. Woking 1282. Retail dealers.

TRIUMPH

A BERGELE (Denbighshire).—Staters Garages (Abergele), Ltd Tel. 2346 (PABX). Retail dealers. A CTON, London, W.3.—Acton Town Garages, Ltd., Gunnersbury Lane. Acorn 4223 & 4147.

A CTON, W.3.—Davies Car Centre, Ltd. 22-34. Hora Lane Tel. Acorn 6731. Agents

BALDOCK *Herts),—Quenby Bros., Ltd., Standard House. Tel. Baldock 3255. Distributors. BASINGSTOKE (Hants).—Tysoe & Lewin. Ltd., London Rd. Tel. 71 Area dealers.

BECKENHAM (Kent).—Dudley Mims Automobiles, Ltd., 128-136, Beckenham Rd Sydenham 4735. Retail dealers.

BEXLEYHEATH (Kent).-W. T. Richards (Bexley-heath), Ltd., 74-78, Broadway. Tel. 6363. Area

BOGNOR REGIS (Sussex).—Wilmott's Garage, Aldwick Rd. Tel. 87. Area dealers.

BOURNEMOUTH (Hants).—Cliff Drive Garage, Cross Roads, Southbourne. Bournemouth 47653. Retail

BROMLEY (Kent).—K J. Motors, Ltd. Widmore Rd. RAVensbourne 3456 (P.B.X.) Area dealers.

CHANDLER'S FORD (Hants).—Short Garages (Chandler's Ford), Ltd., 109, Winchester Rd., Eastleigh. Chandler's Ford 2221. Retail dealers

CHEAM (Surrey).—Cheam Motor & Engineering Co., F. Ltd., Ewell Rd. Vigilant 0125 6.7. Retail

CLAPHAM JUNCTION.—Naylor & Root, Ltd., 250, Lavender Hill, S.W.11. Tel. Battersea 2252. Retail alers. OCKFOSTERS (Hests).—Broadfields Garage & Engineering Co., Ltd., Standard House, Tel. Bar-

COVENTRY. S. H. Newsome & Co., Ltd., High Garage, Kempus Highway, Tel. 67787, Distribu CRANLEIGH (Surrey).—The Cranleigh Motor Co., Ltd. Tel. Cranleigh 523. Retail dealers.

CRAYFORD (Kent).—The Sun Garage & Engineering Co.. Ltd., Bexley Lane. Tel. 25474. Retail

CRYSTAL PALACE, S.E.19.—Selhurst Park Garages Century House, Church Rd. Livingstone 7177/9 & 5144. Retail dealers.

CROYDON (Surrey).—Carrs Auto Sales, Ltd., dard House, South End Croydon 6088 Di

DARTFORD (Kent).-H. E. Drake, Ltd., 709 Princes Rd. Tel. Dartford 4269. Sub-dealers. DORKING (Surrey).-F. W Mays & Co., Ltd. 105. South St. Dorking 2244. Area dealers.

EASTBOURNE (Sussex).—Willetts (Eastbourne), Ltd., Jaguar House, South St. Tel. 2834/5/6 EDGWARE (Middx).—Deansbrook Garage. 130. Hale Lane. Mill Hill 2244. Retail dealers. ENFIELD (Middx).—Walters (Motors), Ltd., 356-360, High St., Ponders End Howard 1646, Stocking

EPSOM (Surrey).—Wilsons Automobiles & Coach-works, Ltd. 1. Dorking Rd. Tel. 3901. Refall

EWELL (Surrey), -Dawnier Motors, Ltd., Ewell By-Pass. Tel. Ewell 2382/3/4. Retail dealers. EXETER (Devon).—Lock Brothers, Ladysmith Rd. Tel. Exeter 73990. Retail dealers.

FARNBOROUGH (Kent).—Hammonds & Oakwood Garages, Ltd., 348, Crofton Rd. Tel. 52044 Stock-

FARNINGHAM (Kent) —Penwarden & Frost Ltd., Farningham Service Station. Tel. 2366 7 Retail

HELSTON (Cornwall).—Jack Richards, Turnpike Garage Tel. 2765, Retail dealers. HERTFORD.—Highway Motors (Hertford), Ltd., 80, Ware Rd. Tel. 3682, Retail dealers.

HINDHEAD (Surrey).—The Hindhead Engineering Co., Ltd. Tel. Hindhead 1000.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., East Parade. Tel. Huddersfield 7676/7/8.

PSWICH (Suffolk).—Revetts, Ltd., St. Margarets Green, Tel. 54556 & 56950 Dealers. KINGSBRIDGE (Devon).—Bowman's Garage, 102. Fore St. Tel. Kingsbridge 2129. Retail stocking

Kingsbridge (Devon).—Duncombe Garage, Duncombe St. Tel. Kingsbridge 2129. Stocking dealers KING'S LYNN (Norfolk).—A. T Johnson, Fourways Service Station. Tottenhill. Watlington 306

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TRIUMPH-Continued

KINGSTON (Surrey).—Park Motors (Kingston). Ltd.

Kingston Rd. Fel 7610 & 1544. Main

Kingston (Surrey).-The Surrey Car Co., Ltd., 44, Richmond Rd. Tel 6340. Retail dealers. LONDON, W.1.—Philip Ricrards, Ltd., 4, Brick S. Park Lane. GR. Svenor 4772/3. Retail dealer LONDON, W.1.—University Motors, Ltd., 80, Picca dilly, Tel. Grosvenor 4141. Retail dealers. Dondon, W.2.—R. S. Currie & Co., Ltd., 105, West-bourne Grove Bayswater 0085. Retail dealers. UNDON, W.5.—S. and K. Motors, 26-30, Uxbridge Rd., Ealing Ealing 4161 & 1219. Retail dealers. L Court Rd., Kensington Western 4544 Dealers. LONDON, W.11.-John S. Huscott, Ltd., 173 West-bourne Grove Bayswater 4274. Retail dealers.

LONDON, N.W.2.—Starnes Motors, 103, Broadway. Cricklewood Gladstone 2480. Retail dealers. ONDON, N.W.10.—Stocombes, Ltd., Dudden Hill Lane, Neasden Willesden 4869. Retail dealers. ONDON, N.S.—Jacs Williams (Motors), Ltd., 169, L Priory Rd., Hornsey Mountview 5228. Stocking

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 51. The Broadway West Ealing. Ealing 5044.

Senis ONDON, N.9.—Grove Garage & Motors, 293-7. Fore LSt., Edmonton 6050 & 4162. Retail dealers.

ONDON, N.11.—L. H. Spring & Co., Friern Barnet L Garage. Colney Hatch Lane. Enterprise 7667/0321. Socking agents.

Socking agents.

ONDON, N.15.—Marrton Motor Co., Ltd., Seven
L Sisters Rd. Tel. Sta. 8000. Retail dealers.

ONDON, S.E.19.—Schuist Park Garages, Century
1 House, Church Rd. LiVingstone 7177.9 & 3144.

ONDON, S.E.24.—George Osborne, Ltd., Herne Hill,
1 Rd. Tel. Brixton 2.037.8/9.

ONDON, S.E.24.—George Osborne, Ltd., Herne Hill,
1 Rd. Tel. Brixton 2.037.8/9.

Ondon 1 144-156,
Dartmouth Rd. Forest Hill 9551/2 & 2432. Reuil dealers.

all dealers.

ONDON S.W.1—Gordon & Glynn, 79. Cadogan
Lane, Sloane St. Scoane 8226. Retail dealers.

ONDON, S.W.2—Wilsons Automobiles & Coach—
works, Ltd. 36-38, Acre Lane. Brixton 4011. Retail dealers. tail dealers.
ONDON. S.W.7.—Brompton Garage. Ltd., 107-109.
Lold Brompton Rd., South Kensington. Kensington

ONDON, S.W. 16.—Bertram Cowen, Ltd., 1-3. Her-mitage Lane, Streatham Tel. Pollards 2100. D minage Lane, Streatnam fel. Foliatos 2100.
DiGHTON (Essex). - Brown's Garage (Loughton),
Lidd. High Rd Loughton 6262. Stocking agents.
UTON (Beds). - F H Moss (Garages), Lidd. Park
LSt. Luton 5825 Area dealers
MalDON (Essex). - A W Ruggles & Sons. Ltd...
Causeway Garage Tel. 171 & 338. Retail

MORETON-IN-MARSH (Glos).—Curfew Garage, High St Tel M in-M 23. Retail dealers.

NEW MALDEN (Surrey).-South Western Garage (New Malden), Ltd., Station Yard Malden 1212. NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3391 (3 lines). Distributors. Oxford.—Eyles & Eyles, Ltd., Standard House, London Rd., Headington, Tel Oxford 62699.

OXTED (Surrey). -G Rice Bros., Ltd Tel Oxted 3255. Retail cealers

PEACEHAVEN (Sussex).—West End Garage, South Coast Rd. Tel. 2567 Retail dealers. DINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9888 Distributors. PRESTON (Lancs) — Loxhams Garages, Ltd., Charnley St. Tel. 4242 Distributors.

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd Putney 7881/5 Retail

READING (Berks) —Julians of Reading, Ltd., 27, Kings Rd. Te: Reading 52494. Distributors. PiCHMOND (Surrey:—The Black Horse Garage (Richmond), Ltd., 174-6, Sheen Rd. Richmond 841-3, Retail dealers

ROMFORD (Essex) -Romford Motor Co., Ltd., 181. South St. Romford 61200 Retail dealers.

CT. ANNES-ON-SEA (Lancs).—Kings Road Garage Co., Ltd., Kings Rd. Tel., 670. Distributors, CT. NEOTS (Hunta)—Pashleys Garage, 46-48, Cam-bridge St. St. Neots 133. Dealers. SEVENOAKS (Kent) -M U. Motors, Seal Rd Tel. Sevenoaks 4232 Retail dealers

GIDCUP (Kent).—Hatherley Garage (Sidcup), Ltd., Hatherley Rd Foots Cray 1126/9 Area dealers. SOUTH NORWOOD S.E.25.—Leathwood's Garages. Ltd., 3, Selhurst Rd Tel. Thornton Heath 8261. SOUTHWOLD (Suffoik).—Boshier of Norwich (Distributors), Ltd., Victoria St. Tel 2125 Retail

Subberland Mill Garages (Sunderland) Ltd., Neccastle Rd Tel 58225-6.
SUBBITON (Surrey).—Raeburn Garage Co., Ltd., Jiß, Raeburn Ave. Tel. Elmbridge 1879. Agents. WINDON (Wilts).—Quantock Motors, Ltd., Devizes Rd. Tel. Swindon 5283-4. Distributors.

TOTNES (Devon) .- Evans and Cutler, Ltd. "The Standard People" Totnes 2466 (3 lines). Dis-TUNBRIDGE WELLS (Kent).—Stevensons Motors, Ltd. London Rd Tel. Tunbridge Wells 3440. TUNBRIDGE WEILS (Kent).—Ward's Service Gar-age, Ltd., 519-325, St. John's Rd. Southborough 1000 (3 lines) "ISBN (Middx).—Spikins (Twickenham), Ltd. 83-101 Heath Road. Popesgrove 1035/6/7/8.

hm deniers.

Wallingfon (Surrey).—Eigin Road Garage, Eigin Wallingfon 1749. Stockists.

WST ByFLEET (Surrey).—Brheet Automobile Eig. Co., Ltd. Old Woking Road Byfleet 44.

NEW CAR SECTION CONTINUED



TRIUMPH-Continued WOKING (Surrey).-L. F. Dove, Ltd., Guildford Road. Tel Woking 1282. Retail dealers.

WOOTON BASSETT (Witts).—Stranges Manor Garage High St. Tel. 216. Retail dealers.
WORTHING (Sussex).—Boorer's Garage, 53. Broadwater St. Tel. 5467/8. Area dealers.
WORTHING (Sussex).—K. N. Rudd (Engineers),

WORTHING (Sussex).-K. N. Rudd (Engineers), Ltd., 41 High St. Worthing 7773/4 Retail

A BERGELE (Denbighshire).—Slaters Garages (Abergele), Ltd. Tel. 2345 (PABX). Retail dealers. A DDINGTON (Surrey).-L. F Ward (Addington), Ltd., 215, Selsdon Park Rd. Addiscombe 8941.

A LTRINCHAM (Cheshire).—Arden & Bull, Ltd., Old Market Place Tel Altrincham 2662/63 Retail BIRMINGHAM.-Prestage, Ltd., Suffolk St. Tel. Mid-land 4953 (Clines). Main dealers.

Diand 4935 [8 lines). Main usaves.

BIRMINGHAM.—Wheelers Garage (Birmingham),

BLd, 74, Bristol Rd, South, Northfield. Tel.

Priory 1176. Retail dealer;

BIRMINGHAM.—Yenton Carage Co., Ltd., 125, Sutton Rd Erdington 2226.

BONNOR REGGIS (Sussex).—Bognor Motors, Ltd., High St. Tel. Bognor 4141. Retail dealers. BOURNEMOUTH (Hants).—Lee Motor Works (Bournemouth). Ltd., 6-7. The Square. Bourne-mouth 25926 Main dealers.

BRACKNELL (Berks).—Drake & Mount, Ltd., High St. Tel. 1650. Main dealers. BRENTWOOD (Essex).—R. J. Blake, Kings Rd. Tel. Brentwood 242. Area dealers.

BRIDGWATER (Somerset).—Real, Medland & Wills, Ltd. Monmouth St. Bridgwater 2639. Main

BRIGHTON (Sussex).—Scotts Garage, Ltd., Ia, Lewes
Rd. Tel 23645 Retail dealers.

BROMLEY (Kent).—Davis & Hill, Ltd., 101, Bromley
Common Ravensbourne 2634. Retail dealers.

BROMLEY (Kent).-K. J. Motors, Ltd., Widm Rd. RAVensbourne 3456 (P.B.X.). Main ager CATERHAM (Surrey).—Layham's of Caterham, Croydon Ed. Tel. Caterham 2384. Retail dealers. CAMBRIDGE.—Welchs Garage (Stapleford), Ltd., London Rd Stapleford. Tel. Shelford 3017 Re-

CHELSEA. S.W.3.—Kaye Don Ltd., Pontiac Works. 5. Jubilee Place Flaxman 7752. Official dealers. CLAPHAM JUNCTION.—Naylor & Root, Ltd., 250, Lavender Hil., S.W.11 Tel. Battersea 2252. Re-

tail dealers.

COLCHESTER (Essex).—Spurling Motors, Ltd., North
Hi., Tel 3984 Main dealers. COULSDON (Surrey).—Harmer Service Station, Ltd., 189-191, Chipstead Valley Rd Downland 2255/6. Retail dealers

CRANLEIGH (Surrey).—The Cranleigh Motor Co., Ltd. Tel. Cranleigh 523 Area dealers.

CRAWLEY (Sussex).—County Oak Service Station, Ltd., London Rd. Tel. 25475/6/7. Main dealers. DORCHESTER (Dorset).—Lee Motor Works (Bourne-mouth) Ltd.. Trinity St. Dorchester 1194. Main

DORKING.-E. J. Baker & Co. (Dorking), Ltd., High St. Tel. 3822 (5 lines). Main dealers. FARINGDON (Berks).—Eagle Motors (Faringdo Ltd., Station Rd. Faringdon 2261 Area deale

FINCHLEY N.5.—Popes of Finchley, 59-45, Ballards Lane. Finchley 0113/7. Main dealers. HAMMERSMITH. W.6.—Lawson Pigott Motors, Ltd., 520-2, King St. Riverside 4111/5. Retail dealers. Hampton Court.—G. W. Wilkin, Ltd., Palace Gate Garage, Lion Gate Molesey 6109. Retail dealers

HARLOW (Essex).—Parsons and Parsons (Garages) Ltd Tel Potter Street 121/2/3 Main distribu-HARROW (Middx) —Spurling Motors (Harrow), Ltd., HTne Broadway, Hatch End. Tel. 2216.7. HASLEMERE (Surrey).—Farnham Lane Garage, Wey Hill Haslemere 3222.73. Area dealers.

HAVERFORDWEST (Pembs).—Green's Motors, Ltd., Jubilee Gardens. Tel. 741. Main dealers.

HODESDON (Herts).—The Hoddesdon Motor Co., Ltd., 21, High St. Tel. 4021. Area dealers. PSWICH (Suffolk).—McNamaria Motors, Ltd., St. Helens St. Tel. 56363 (4 lines). Retail dealers K NUTSFORD (Ches).-J. A. Phibbs, Ltd., Highway Garage. Tel Knutsford 2525 (5 lines). Retail

LONDON, W.1.—University Motors Ltd., 80, Piccadilly. Tel. Grosvenor 4141. Retail dealers. LONDON. W.4.—Spurling Motors, Ltd., Bedford House, Chiswick High Rd. Chiswick 6741 Area

LONDON. W.5.—S. and K. Motors, 26-30, Uxbridge Rd., Ealing. Ealing 4161 & 1219 Retail dealers LONDON, N.W.3.—Blue Star Garage, 617, Finchley Rd. Hampstead 2254/5/6/7/8 Main agents LONDON, N.W.9.—Spurling Motor Bodies, Ltd. Edg-ware Rd.. The Hyde. Colindale 7171 (15 lines) Distributors
L ONDON, N.7.—Coaches & Components, Ltd., 469475, Holloway Rd. Tel Arc. 2647 Main dealers

LONDON, N.S.—Grove Garage & Motors. 293-7. Fo LONDON, N.16.—Coaches & Components, Ltd., 92-94, Stamford Hill. Tel. Sta. 8444. Main dealers LONDON, E.1.—Spurling Motor Bodies, Ltd. 176-9.
Shoreditch High St. Shoreditch 8433 Wain VAUXHALL—Continued

LONDON, E.17.—Coaches & Components, Ltd., 150152. Hoe St. Tel, Cop 7202. Main dealers.

JONDON, S.E.12.—Penfold Motors, 2-22, Burnt Ash
Rd., Lee Green Lee Green 1202/1210 Main

LONDON, S.E.24.—The Shead Motor Co., 339, Norwood Rd. Tulse Hill 5282. Retail dealers

LOUGHTON (Essex).—Patmore Bros., Ltd Tel.

Loughton 7711. Agents.

MANCHESTER, 8.—Syd Abrams, Ltd., Waterloo Rd. Tel. Broughton 4321 (7 lines). Retail dealers. MITCHAM (Surrey). -Fairgreen Motors, Ltd., 34-6, Upper Green East. Mitcham 3833. Area dealers. NEW BARNET (Herts).—Lawson Pigott Motors, Ltd., 184-6. East Barnet Rd Barnet 1061/6. Main

NEWBURY (Berks).-Wheelers (Newbury). Ltd. The Broadway. Tel. 1020. Main dealers. NEWMARKET (Suffolk).—Crisswell's Garage (1944). Ltd., High St. Tel. Newmarket 2366 Area

JORTHAMPTON.—Kingsthorpe Garage, Ltd., 48-50, Harborough Rd. Tel. Northampton 4297/8. Re-

PLYMOUTH (Devon).—Allen's of Plymouth, 105. Tavistock Rd. Plymouth 68888. Distributors. PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-96, Upper Richmond Rd. Putney 7881/S. Retail

RAINHAM (Essex).—Silverline Garage, Ltd., New Rd. Tel. 3521. Retail dealers.
RICKMANSWORTH (Herts).—Bridge Motors, Church St. Rickmansworth 2362. Dealers.

ROMSEY (Hants).—Mitchell Bros. (Romsey) Ltd., Middlebridge St. Tel. Romsey 2106. Area dealers.
RYE (Sussex).—Davies Garage (Rye) Ltd. Tel. Rye Sagage & 2320. Retail dealers.
SAFFRON WALDEN (ESSEX).—Raynham & Co., Ltd., The Motor House, High St. Tel. 2334/5. Area dealers.

dealers.

Saltash (Cornwall).—Saltash Garages, New Rd. Tel.
Saltash 2243.4. Area dealers.

SLOUGH (Bucks).—Finefield Garage, Ltd., Bath Road
West. Tel. Slough 23591. Main dealers. SOUTHAMPTON (Hants).—Perrin's Motors, Ltd., Marsh Lane & Threefield Lane Tel. 26492/6.

TEYNHAM (Kent).—Norton Garage, London Rd. Tel. Teynham 237. Retail dealers.

WEMBLEY (Middx).—James Green Motors. 28/30, Watford Rd. Arnold 4567. Retail dealers.
WEYBRIDGE (Surrey).—Wood's Garages. Ltd.. High St. Tel. 2268. Area dealers.

WHITSTABLE (Kent).—Masons Motors Tel Whitstable 3451. Stocking dealers.

W stable 3451. Stocking dealers.
WINCHESTER (Hants).—Winchester Motor Co., Ltd., St. Cross Rd. Tel. 3251. Area dealers.
WINTON (Bournemouth, Hants).—Lee Motor Works (Bournemouth). Ltd., 674-680. Wimborns Rd. Winton 3. Main dealers.
WOKING (Surrey).—L. F. Dove, Ltd., Guildford Rd. Tel. Woking 1282. Area dealers.
WOKINGHAM (Berks).—A. C. Barnes, Barnes Area dealers.
VOKINGHAM (Berks).—A. C. Barnes, Darnes Area dealers.
VIOTTI FIAY
HERSHAM Nr. Walton, Surrey).—Anthony Crook Motors. Ltd., The Roundabout Walton 23644.

A SHFORD (Middx).—Davies Motors, Ltd., 554, Loudon Rd. Tel Ashford 3671/2. Distributors.

A *LESBURY \$454. Distributors. Ltd., Bloester Rd. Aylesbury \$454. Distributors.

BOURNE END-ON-THAMES (Bucks).—Bourne End Motors, Ltd. Tel 400. Volkswagen retail dealers. BOURNEMOUTH (Hants).—Modern Light Cars (Bournemouth). Ltd., 318-320. Holdenhurst Rd. Bournemouth 53504. Distributors.

BRIGHTON (Sussex).—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove, 3. Hove 34037/8 & 35576. BROMLEY (Kent).—Johnson & Brown, 268-272. High St. RAVensbourne 8841 & 7713. Dealers.

DSt. RAVensbourne 8841 & 7715. Dealers.

CAMBRIDGE —Bitch's Garage, Ltd., 49-51. Victoria
Rd Cambridge 4859. Area dealers.

CHELMSPORD (Essex).—Cambridge Motors. Springclied Rd. Tel. 4881. Area Dealers.

COLCHESTER (Essex).—Service Garage (South
Eastern), Ltd., 85, East Hill Tel 2772
Dis-

tributors.

CROYDON.—Donald Vince & Co., Ltd., 158-162, LouCdon Rd. Tel. Croydon 1147/8. Main agents.

EVESHAM (Nr.).—Black & White Garages (Harvington), Ltd. Harvington. Harvington 351 & 251

GLOUCESTER.—Century Motors (Gloucester), Ltd., 174-182, Southgate St. Tel. 21001 2 Retail dealers. HAMPSTEAD, N.W.3.—Walter Scott Motor Co., Ltd., 39. College Crescent. Primrose 4466

HASTINGS & ST. LEONARDS.—W. J. Hart Motors Ltd. 61, Western Rd. Hastings 4146 & 2933 Main dealers.

IPSWICH (Suffolk).—McNamara Motors. Ltd., St.
Helens St. Tel 56363 (4 lines) Distributors. LEICESTER.—Bridge Motor Works (Leicester), Ltd.
Abbey Lane. Tel. 61978 Motor distributors.

LONDON, W.1.—Stratstone Ltd., 40. Berkeley St. Tel Mayfair 4404 Distributors L ONDON, N.W.1.—Nash Concessionaires. td Aibany
L St Euston 5558/9 Retail dealers
L ONDON, S.W.12.—Kiddey's Garage, Harberson Rd..
Bedford Hill. Baiham 2531 Retail dealers

ONDON, S. W.19 Elm Autosales, Ltd. 66-68 Hart-field Rd., Wimbledon Cherrywood 1615 Area

dealet:.

M AIDSTONE (Rent).—Maidstone Car Saica. 66, Aabford Rd Tel 2744 Dealers
JEWBURY (Berks).—G.E.M Garages Ltd., Pembroke Rd Tel Newbury 683 Retail dealers
NUNEATON (Warwickshire).—Riverslev Garage.
Edward St Tel 2842 Main agents

VOLKSWAGEN—Continued
NORTHAMPTON—Kingsthorpe Garage, Ltd., 48-50,
Harborough Rd. Tel Northampton 4297/8. Area

Centers (1997) (

READING (Berks).—Royal Berks Motor Co. 55-43.
Thorn St. Tel. 51326. Distributors.

RIPLEY (Surrey).—Colbourne Garage, Ltd. Tel Ripley 2361/2. Distributors.
RUISLIP (Middx).—Lido Motors (Ruislip), Ltd.
Bury St. Ruislip 5517 & 5413. Main dealers.

ST ALBANS (Herts).—Butler's Motors, Hatfield Rd.. Cavendish Rd. Tel. 54558. Area dealers. SALISBURY (Wilts).—Fairway Garage, Brown St. Tel Salfsbury 5666. Agents. SIDCUP (Kent).—G. Sheppard & Son. Ltd., 15, Rec-tory Lane. Tel. Footscray 2132 & 2589. Distributors.

SLOUGH (Bucks).—Broughton Motors, Colibrook By-Pass, Brands Hill. Colibrook 2708. Main agents. SUTHAMPTON (Hants.)—Modern Light Cars, Ltd., 110-112, Lodge Rd. Southampton 22828. Dis-

SOUTH KENSINGTON, S.W.7.—Surepean Cars, Ltd. 129, Old Brompton Rd. Fremantle 7711. Dis-

SUNDERLAND.—Mill Garages (Sunderland), Ltd., Newcastle Rd. Tel. 58225/6. Area dealers. WINCHESTER (Hants).-Westcombe Motors, Ltd., City Rd. Tel. 4174. Retail desiers.

PROMLEY (Kent).—Johnson & Brown, 268,272. High St. RAVensbourne 8841 & 7715. Distributors.

CARDIFF.—Raiphs Garages (Cardiff), Ltd., 3a. Cathedral Rd. Tel. Cardiff 2239. Distributors. CROYDON.—Donald Vince & Co., Ltd., 158-162, London Rd. Tel. Croydon 1147/8. Area dealers.

EVESHAM 'Nr.)-Black & White Garages (Harvington), Ltd Harvington. Harvington 331 & 231. FARNHAM (Surrey).—Arnold & Comben, Ltd., West St. Tel Farnham 5215. Demonstrations.

GLOUCESTER.—E. T Lundegaard, Ltd., 106-110. Southgate St. Tel. 21001/22550. Distributors. L EICESTER.—Bridge Motor Works (Leicester), Ltd., Abbey Lane Tel. 61978. Motor distributors.

PYECOMBE (Sussex).—L. F. Ward (Pyecombe). Ltd., London Rd. Hassocks, 232, E. Sussex dis-

SUSSEX.-K. N. Rudd (Engineers), Ltd., 41, High St., Worthing, Worthing 7773/4. Distributors

Wortning. Worthing 7773/4. Distributors:
WOLSELEY
ABERDEEN.—Town & County Motor Garage Ltd.,
19, Justice Mill Lane. Tel. 22398. Distributors.
ACTON, W.3.—Davies Car Centre, Ltd., 22-34, Horn
Lane. Tel. Acorn 6751. Agents.
ADDINGTON (Surrey)—L. F. Ward (Addington).
Ltd., 215, Selsdon Park Rd. Addiscombe 8941.
Retail dealers.
A SHFORN. Midday.

A SHFORD , Middx).—Herd's Garage & Eng. Co., Ltd., 404, Staines Road West. Ashford, Mx. 2084, 3908. Retail dealers

BIRMINGHAM, 22B.—Bunting's Garages, Ltd., Aldridge Rd., Birchfields 43, 5211, 4038, Retail

BIRMINGHAM.—Wheelers Garage (Birmingham), Ltd., 774, Bristol Road South, Northfield, Tel. Priory 1176. Retail dealers

SKEGNESS (Lincs).—Seaways Caravans. Tel. Skegness 1173. Distributors.

BERKELEY

Cambridge Caravans, 264, Newmarket

Rd. Tel. Cambridge 3095. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. Herne Bay 1900.

Distributors.

HURST GREEN (Sussex).—Covell's Caravans. Tel.
Hurst Green 260. Agents.

S. LABANS (Herts).—St. Albans Caravan Centre.
Ltd., Park St. (Radiett Side). Park Street 2291/2.

WEMBLEY (Middx).—Venture Caravans, 27-31. Court Parade, East Lane. Arnold 5564 & 7737

BLUEBIRD BOGNOR REGIS (Sussex).—Copthorne Caravans, Rose Green, Rd. Tel. Pagham 408. Distributors.

BRADFORD, 6.—Odsal Caravans. Ltd., Huddersfield Rd., Odsal Tel. Bradford 78663. Distributors.

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Distributors.

COVENTRY. - Coventry Caravans, 89-97, Queen Victoria Rd. Tel. Coventry 63865. main agents.

DERBYSHIRE.—Geo. Rollinson Caravans, Cromford. Matlock. Tel. Wirkworth 109: Main agents.

FELIXSTOWE (Suffolk).—Bon Sales, Felixstowe, Tel. 1338. Distributors for Suffolk.

Haywards Hearth (Sussex).—Welford Caravans. Ltd., A.23 Main London-Brighton Road. Warm-pilld 230. Distributors. Hill.BOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. Herne Bay 1900

Distributors.

H There Green (Sussex).—Covell's Caravans Tel.
H Hurst Green 260. Agents.

NORWICH (Norfolk).—Norwich Caravans, Thorne
Lane, Ber St. Tel. Norwich 26641. Distributors.

ST. ALBANS (Herts).—St. Albans Caravan Centre, Ltd., Park St (Radlett Side). Park Street 2291/2.

Distributors.

SKEGNESS (Lincs).—Seaways Caravans. Tel. Skegness 1173. Distributors

NEW CAR SECTION CONTINUED



BLACK WOOD (Monnouthshire).—Alfred Chaston, Ltd. Tel, Blackwood 3165/6. Area main dealers. BLANDFORD (Dorset).—R. E. Evans & Son. Tel. Blandford 516. Retail dealers. Blandford 516. Retail dealers. Blandford 516. Retail dealers. Blandford 516. Main. agents. Blandford 516. Main. agents. Blandford 516. Main. agents. Blandford 516. Retail dealers. Blandford 516. Retail deal 22303. Distr.butors

RISTOL.—Western Motors (Bristol), Ltd.. Park
Row, & 59-61, Whiteladies Rd Tei. 26304 Dis-

tributors.

CHEAM (Surrey).—Cheam Motor & Engineering Co.

CHEAM (Surrey).—Cheam Motor & Engineering Co.

CHEISTCHORCH (Surface).

CHRISTCHORCH (Christchurch), Ltd., Lyndhurst Rd Tel High-

Ciff St. Control of the Control of t CROYDON.—Eustace Watkins, Ltd., 399, London Rd. Tel. Thornton Heath 4263. Distributors.

CROYDON (South)—C. W. J. Coles (Croydon), Ltd., Blunt Rd. Croydon 0074/5. Retail dealers. CROYDON—Moore's Presto Motor Works, Ltd., Tamworth Rt and Derby Rd. Croydon 6004 (6 lines) Retail dealers

Retail dealers

DORKING (Surrey).—Dorking Motor Co., Ltd.
Reigate Rd. Dorking 2256. Main dealers DUMFRIES.-A. C. Penman, Ltd. Irish St. Dumfries 1957/8. Distributors.

EAST HAM, E.6.—Traynor Motors, Ltd., 133-135, High St South. Grangewood 2530 & 5834. Retail dealers.

EASTBOURNE (Sussex).—The Polegate Motor Co.,
EASTBOURNE (Sussex).—The Polegate Motor Co.,
EASTBEIGH (Hants).—Station Garage Tel., 2061.
EASTLEIGH (Hants).—Station Garage Tel., 2061.
EASTLEIGH (Hants).—The Woodcote Motor Co., Ltd.,
EASTLEIGH (Eastle Control of the Woodcote Motor Co., Ltd.,
EASTLEIGH (Surrey).—Heath Bros (Frensham). Ltd.
EASTLEIGH (Surrey).—Heath Bros (Frensham). Ltd.
Tel. Farnham 6478
ENCHLEY. N.S.—Popes of Finchley, 39-45. Ballards
ENCHLEY. N.S.—Popes of Finchley, 39-45. Ballards
EASTLEIGH (Surrey).—Lordenic Garage Ltd. Ltd.

GODALMING (Surrey).-Jordan's Garage, Ltd., 11-13, Ockford Rd. Tel. Godalming 820 (3 lines)

HOEMFIR (H (Yorks, W.R.), -G. W Castle, Ltd., Huddersfield Rd. Tel. Holmfirth 676. Retail K NUTSFORD (Cheshire).—Bucklow Garage. Ltd.. Bucklow Hill. Tel. Bucklow Hill 3227 Retail

L ONDON, W.1.—Eustace Watkins, Ltd. 12. Berkeley St Tel. Mayfair 5951

D ONDON, W1.—R. Hardy & Son 55. Marylebone High St Hunter 0942. Retail dealers.

L ONDON, W1.—Philip Rickards, Ltd., 4. Brick St., Cark Lane. GROSvenor 4772/3. Retail dealers. LONDON, W.1.—University Motors, Ltd., 80, Piccadilly Tel, Grosvenor 4141 Retail dealers.

L ONDON, W.2.—Lyttelton Garage, Ltd., Lyttelton Rd., Hampstead Garden Suburb Speedwell 3500 3550, 9372 Retail dealers.

WOLSELEY—Continued
LONDON, W.10.—Notting Hill Garage, Ltd., Malton
Mews Cambridge Gardens Tel. Ladbroke 1155 ONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163.
Tottenham Lane. Crouch End Mountview 401.
Retail dealers
ONDON, N.W 3.—Blue Star Garage 617. Finchier
Rd. Tel. Hampstead 2234/5/6/7/8 Retail dealers. LONDON, S.E.10.—East Greenwich Garage. Ltd., Trafalgar Rd., Greenwich 4776.7. Retail dealers LONDON, S.E.24.—George Osborne. Ltd., Herne Hill Rd. Tel. Brixton 2087/8/9.

LONDON, S E.26.—Hillier Motors. Ltd., 144-156. Dartmouth Rd., Forest Hill 9351/2 & 2432. Recall

L ONDON, S.W.1.—Clarke & Simpson Ltd., 49, Sloane Sq. Tel. Sloane 0436. LONDON, S. W.3.—Bustace Watkins, Ltd., 12, Chelses Manor St. Planman 8181 Distributors.

LONDON, S.W.J.-Tankard & Smith (Chelsea), Ltd., 194-198, Kings Rd. Flaxman 4801 (5 lines). Retail

ONDON, S.W.5.—R. C. Wimbush Ltd., 312. Earls
Court Rd. Fremantle 8401.
ONDON, S.W.6.—Tanner Bros. Motors, Ltd (Ed.
1918), 571-5. Fulham Rd Renown 4494 6 Retail

Condon, S.W.12.—H.W.H. Engineering Co. Ltd., Beecholme Garage, 59, Nightingale Lane Batterses 4051.- Retail dealers.

L ONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Tel. Pollards 2100

LONDON, S.W.17.—Barkers Motors (London), Ltd., 209, Balham High Rd. Balham 6666. Retail L ONDON, S.W.19.—Jarvis & Sons, Ltd., Morris House, Morden Rd. LiBerty 8221. Retail dealers.

Lidd, High Rd Loughton 6262 Stocking agents
Louth (Lines).—C Harniess, Louth Motor Garage.
Louch Street Place Tel, 341. Retail dealers NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son, Ltd., Bronswick St. Newcastle 67321/2 Retail

Norwich, Ltd., Chapelfield Road Garages. Tel 24184 (5 lines). Retail

PUTNEY. S.W.15.—Robbins of Putney. Ltd., 96-98, Upper Richmond Rd. Putney 7881 2. Retail

RICHMOND (Surrey).—The Black Horse Gamp (Richmond), Ltd., 174-6. Sheen Rd Richmond 6441-3. Retail dealers.

RICKMANSWORTH (Herts) —Bridge Motors. Church St. Rickmansworth 2362. Dealers. OCHDALE (Lancs).—Batcliffe Bros. (Rochdair), Ltd., Mount Green Garage, Hallfax Rd. Little-borough 88151/2. Retail dealers.

SHEFFIELD, 8.—Heeley Bridge Garage, I.td. Broad-field Rd. Tel. 52404/5. Retail dealers.

Diele Rd. 18. 524047. Retail dealers, ToLWORTH (Surrey).—Blue Star Garages, Ltd. The Tenadway. Tel. Elimbridge 0048. Stockists, WALLINGTON (Surrey).—Jack Rose, Ltd.. Stafford Rd. 19. Wallington 6577.8 Watkins. Ltd.. 425-445, St. Albans Rd. Watford 22511.

WINDLESHAM (Surrey).—Matthew's Corner Garage (Inkpen & Sons), Church Rd Bagshot 2158.

Retail dealers.
WINSFORD (Cheshire).—Dickinson Bros., High S.
Tel. 2241/2 day, 3230 night. Retail dealers. YEOVIL (Somerset).—Wheelers (Motors), Itd., Head-ford, Tel. Yeovil 2561/3 Distributors.

CARAVAN SECTION



BLUEBIRD-Continued WEMBLEY (Middx).-Venture Caravans, 27-51. Court Parade, East Lane. Arnold 5564 & 7737

CAMPMASTER
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors. Sweechbridge Rd. Herne Bay 1900.

CAR CRUISER
WEMBLEY (Middx).—Venture Caravans. 27-31,
Court Parade, East Lane. Arnold 5564 & 7737

CARLIGHT

HAYWARDS PEATH (Sussex).—Welford Caravans, Lid. A.25 Main London-Brighton Road. Warninglid 250. A.25 Main London-Brighton Road. Warn-Daywego Distribution Road.

ROMFORD (Essex).—Rose of Romford, North St., Eastern Ave Tel. Romford 47601. Distributors. CLASSIC

BRIXHAM (Devon).—Classic Productions, St. Mary's Rd. Tel. Brixham 2017. Distributors

BRADFORD, 6.—Odsal Caravans, Ltd., Huddersfield Rd., Odsal. Tel. Bradford 76653. Distributors.
HILLBOROUGH (Nr. Herne Bay)—Kent Caravan Distributors, Sweechbridge Rd. Herne Bay 1900.

DAVAN
WESTON-SUPER-MARE (Somerset).—Davan Caravans, Ltd., St. George's. Tel 3433 Manufac-

DEVON CARAVETTE (Motorised)

EVESHAM (Nr.).—Black & White Garages (Harries-ton), Ltd...: flarvington. Harvington 531 & 281.

LONDON, W.I. Stratstone, Ltd., 40. Berkeley St. Tel, Mayfair 4404. Distributors LONDON, N.W.9.—The Hyde Motor Co.. 153. The Hyde. Edgware Rd. Colindale 7898

DONNINGTON
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors, Sweechbridge Rd. Herne Bay 1900.

ST. ALBANS (Herts) —St. Albans Caravan Centre, Ltd. Park Street (Radlett Side) Park Street 2291 2 Distributors.

DOVEDALE EARLS COURT (London).—Dovedale Caravans, Clump Mews, Warwick Rd. Distributors.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Hoad Garage, Tel. 24184 (3 lines). Distributors. ECCLES

HAYWARDS HEATH (Sussex).—Welford Caravans, Ltd., A.23 Main London-Brighton Road. Tel. Warninglid 230. Distributors. INVERNESS.—Greigs Caravans Sales & Service, Clachnaharry, Tel, Inverness 581. Distributors.

ROMFORD (Essex).—Rose of Romford, North St. Eastern Ave. Tel. Romford 47601. Distributors ENSOR

WEMBLEY (Middx).—Venture Caravans. 27-31. Court Parade, East Lane. Arnold 5564 & 7757. ERNLEY

BRADFORD, 6.—Odsal Caravans, Ltd., Hudden Rd., Odsal. Tel. Bradford 78663. Distributor Tel Skeg-SKEGNESS (Lincs).—Seaways Caravans ness 1173. Distributors.

FAIRHOLME
HILBOROUGH (Nr. Herne Bay) —Kent Caratus
Distributors, Sweechbridge Rd Herne Ray 1990

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27-31. 7737.

JUBILEE

HAYWARDS HEA'TH (Sussex).—Welford Caravans, Id. A.23 Main London-Brighton Road. Warning-16 230. Distributors. SKEGRESS (Lines).—Seaways Caravans. Tel. Skeg-ness 1175. Distributors.

Sness 1173. Distributors.

KNUWSLEY

NORWICH.—Boshier of Norwich, Ltd., Chapelfield
Road Garags, Tel 24188 (3 linest, Distributors.

WEMBLEY (Middx).—Venture Carayans, 27-51,
Court Parade, East Lane, Arnold 5564 & 7757.

LIDSETT

HILLBOROUGH (Nr. Herne Bay).—Kent Carayan
Distributors. Sweechbridge Rd. Herne Bay 1900.

Norwich.—Boshier of Norwich, Ltd., Chapelfield Road Garage. Tel. 24184 (3 lines). Distributors. ST. ALBANS (Herts)...-St. Albans Caravan Centre, Ltd., Park St. (Radlett Side). Park Street 2291 2. Distributors.

ARUNDEL & SELSEY (Sussex).—Paddock Caravans, River Rd Arundel 2255 & Selsey 2049. Distribu-

tors.

RADFORD, 6.—Odsai Caravans, Ltd., Huddersfield

Rd., Odsai Tel. Bradford 78563. Distributors

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan

Bistributors. Sweechbridge Rd. Herne Bay 1900.

Distributors. Distributors.

SKEGNESS (Lincs).—Seaways Caravans. Tel. SkegDistributors.

MARSTON
ARUNDEL & SELSEY (Sussex).—Paddock Caravans,
Arundel 2255 & Selsey 2049. Distributors.

HILLBOROUGH (Nr. Herne Bay) -Kent Caravan Distributors, Sweechbridge Rd. Herne Bay 1900

HURST GREEN (Sussex).—Covell's Caravans. Tel. INVERNESS. -Greigs Caravans Sales & Service, Clachnaharry Tel. Inverness 581. Distributors.

NORWICH (Nortolk).—Norwich Caravans, Thorne Lane Ber St (Tel. Norwich 26641, Distributors. NENE VALLEY
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors, Sweechbirdge Rd Herne Bay 1900
Distributors.

Distributors.
NCAMC. (Norfolk).—Norwich Caravans. Thome
NORWICH
Norwich 26641 Distributors
NORMANDIE
ARUNDEL & SELSEY (Sussext.—Paddock Caravans.
River Rd. Arundel 2255 & Selsey 2049 Distribu-

Norwich (Norfolk).—Norwich Caravans. Thorne
Niame, Ber St. Tel. Norwich 26641. Distributors
SKEGNESS (Lines).—Seaways Caravans Tel. Skegness 1173. Distributors.

PALADIN

BRADFORD, 6.—Odsal Caravans, Ltd., Huddersfield
Rd., Odsal, Tel. Bradford 73663, Distributors HILLEOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd Herne Bay 1900

Distributors.

HRST GREEN (Sussex).—Coveil's Caravans. Tel Hurst Green 260. Agents.

NGRWICH (Norfolk).—Norwich Caravans, Thorne Niane, Ber St Tel Norwich 26641. Distributors.

CT. ALBANS (Herts).—St. Albans Caravan Centre, Ltd., Park St. (Radiett Side). Park Street 2291/2. Distributors.

SKEGNESS (Lincs).—Seaways Caravans. Tel Skegness 1173. Distributors

PATHFINDER
SKEGNESS (Lines)—Seaways Caravans
Tel. Skegness 1173 Distributors.
PEMBERTON
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Bistributors, Sweechbridge Rd. Herne Bay 1900.
Distributors Distributors.

HURS'T GREEN (Sussex),—Covell's Caravans. Tel.

Hurst Green 260. Distributors

A BERDEEN.—Aberdeen Motors, Ltd., Union Row, Direction of the Company of the Comp

Galers.

Butter Mours, Ltd., 185-7, Old Christchurch Rd. Bournemouth officers, Ltd., 185-7, Old Christchurch Rd. Bournemouth 25-55. Retail dealers.

CHELMSFORD (Essex).—Baninster's Garages. Ltd., Springfield Rd. Tel. 4881. Area dealers.

CLAPHAM JUNCTION.—Naylor & Root, Ltd., 250, Lavender Hill. S.W.11. Tel. Battersea. 2252. Retail dealers.

CULSDON (Surrey).—H. Harmer (Coulsdon). Ltd., 272, Chipstead Vailey Rd., Downlands 2255. Retail dealers.

DUMFRIES.—A. C. Penman, Ltd., Irish St. Tel.
Dumfries 1957/8, Distributors.

EXETER (Devon).—P. Pike & Co., Ltd., Alphington
St. Exeter 5e241 (5 lines) Distributors.

IVERPOOL, 1.—Voss Motors, Ltd., Renshaw St.
Tel. Royal 5665 Distributors.

JONDON, W.14.—Drayson Motors, Ltd., II. Ham-mersmith Rd. Tel. Fulham 4141, 2. ONDON, N.W.6.—A.B. Motor Co. (Kilburn), Ltd., Deler, Kilburn High Rd. Malda Vale 4787 & 7421.

ONDON, S.W.1.—C. G. Norman (Victoria), Ltd., 50, Vauxhall Bridge Rd. Victoria 2211. Distributors.

ONDON, S.W.2.—Wilsons Automobiles & Coachworks, Ltd., 36-38, Acre Lane, Brixton 4011 Retail

CARAVAN SECTION CONTINUED



PEMBERTON—Continued

INVERNESS,—Greigs Curavans Sales & Service,
Clachnalary, Tel. Inverness 581, Sub agents.

SKEGNESS (Lines),—Seaways Caravans Tel. Skegness 1173. Distributors.

WEMBLEY (Middx,—Venture Caravans, 27-51,
Court Parade. East Lane. Arnold 5564 & 7737

PENARTH
HILLBOROUGH (Nr. Herne Bay),—Kent Caravan
Distributors, Sweechbridge Rd Herne Bay 1900.

Distributors

PENGUIN

WEMBLEY (Middx).—Venture Caravans, 27-51

Court Parade, East Lane, Arnold 5564 & 7757

PIGADOR

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors, Sweechbridge Rd Herne Bay 1960.

SKEGNESS (Lines).—Scaways Caravans Tel. Skeg-ness 1175. Distributors.

PITT MOTO—CARAYAN

ONDON, N.W.9.—The Hyde Motor Co., 153 The
Hyde Edgware Rd. Colindale 7898.

ONDON, N.W.5.—Pitt Moto-Caravan, 15-17, Southampton Mews To Gulliver 6761 Manufacturers
& Distributors.

PREMIER
NORWICH.—Boshier of Norwich, Ltd., Chapeifield
Road Garage, Tel. 24184 (3 tines). Distributors.
SKEGNESS (Lines).—Seaways Caravans. Tel. Skegness tributors.

HAYWARDS HEATH (Susex) — Welford Caravais, Lid., A.25 Main London-Brighton Road. Tel Warninglid 250. Distributors.

SIPSON
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors. Sweethbridge Rd Eerne Bay 1900.

SPRITE

ARUNDEL & SELSEY (Sussex).—Paddock Caravans,
River Rd. Arundel 2255 & Selsey 2049. Distribu-

tors,
CAMBRIDGE.—Cambridge Caravans, 264, Newmarket
Rd. Tel. Cambridge 5095. Distributors
HAYWARDS HEATH (Sussex). Welford Caravans.
Ltd., A 25 Main London-Brighton Rd. Warninglid
250 Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors Sweechbridge Rd Herne Bay 1900. Distributors.

INVERNESS.—Greuts Caravans Sales & Service, Inverness Sales Distributors. VoRWICH.—Boshler of Norwich, Ltd., Chapelfield Nadd Garage, Tel 24184 (5 lines), Distributors. OXFORD.—Summertown Caravans, 285-291. Banbury Rd. Tel. 59262 Agents

ST. ALBANS (Herts). -St Albans Caravan Centre, Ltd., Park St. (Radlett Side). Park Street 2291/2.

WEMBLEY (Middx) - Venture Caravans, 27-31. Court Parade, East Lane, Arnold 5564 & 7737.

STIRLING CASTLE
HAYWARDS HEATH (Sussex).—Welford Caravans,
Ltd., A.25 Main London-Brighton Rd. Tel. Warninalid 250. Distributors

HILLBOROUGH (Nr. Herne Bay). - Kent Caravan Distributors. Sweechbridge Rd Herne Bay 1900.

STIRLING CASTLE—Continued
WEMBLEY (Middx)—Venture Caravans. 27-51,
Court Parade, East Lane. Arnold 5564 & 7757
THOMPSON
INVERNESS.—Greigs Caravans Sales & Service,
Clachnaharry. Tel. Inverness 581 Distributors.
WEMBLEY (Middx)—Venture Caravans. 27-51,
Court Parade, East Lane. Arnold 5564 & 7737.

THAYELMASILA

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge Su98. Distributors

ST. ALBANS (Her6s).—St. Albans Caravan Centre. Ltd., Park St (Radlett Side) Park Street 2291-2 Distributors

CROYDON.—Donald Vince & Co., Ltd., 158-162, Longon Rd. Tel. Croydon 1147-8.

EVESHAM (Nr.).—Black & White Garages (Harvington), Ltd. Harvington. Harvington 351 & 251

PSWICH (Suffoik) - McNamara Motors, Ltd., 84
Helens St. Tel. 56363 (4 lines) Distributors
ONDON, W.I.-Strastone, Ltd., 40, Berkeley St.
LTel. Mayfair 4404, Distributors,
ONDON, N.W.9.-The Hyde Motor Co., 153
The
Hyde, Edgware Rd. Colindale 7638.

ST. ALBANS (Herts).—Butler's Motors, Hatfield Rd.. Cavendish Rd. Tel. 54558. Area dealers

WELTON
HILLBOROUGH (Nr. Herne Bay).—Kent Caravan
Distributors. Sweechbridge Rd Herne Bay 1900.

WEMBLEY (Middx).—Venture Caravans, 27-51.

WEMBLEY (Middx).—Venture Caravans, 27-51.

Court Parade. East Lane. Arnold 5564 & 7737.

WILLERBY

ARUNDEL & SELSEY (Sussex).—Paddock Caravans. RadFopD. 6.—Odsal Caravans, Ltd., Huddersfield Rd., Odsal. Tel. Bradford 78665. Distributors. Hurst Green (Sussex).—Covell's Caravans Tel. NORWICH, (Norfolk). Norwick.

NORWICH (Norfolk). Norwich Caravans, Thorne Lane, Ber St. Tel. Norwich 26641. Distributors. P OMFORD (Essex).—Rose of Romford, North St., Eastern Ave. Tel. Romford 47601. Distributors. SKEGNESS (Lines).—Seaways Caravans Tel Skegness 1173. Distributors.

CARAYAN ACCESSORIES
JOCKEY WHELS
CHESTER. 17.—B. Dixon-Bate. Ltd Tel Chester

FOUR MARKS (Hants).—Axim Cara-Frig, Ltd., Windistributors and distributors

CHESTER 17.—B Dixon Bate, Ltd fei Chester

CHESTER. 17.—B. Dixon-Bate, Ltd. Tel Chester

PARK STREET VILLAGE (Herts).—Self Drive Cara-vans, Lid., Branch Rd., Nr. St. Albans Park WEMBLEY (Middx) - Venture Caravans, 27-31. Court Parade, East Lane Arnold 5564 & 7737.

CHESTER. 17.—B. Dixon-Bate, Ltd Fel. Chester

BOGNOR REGIS (Sussex).—Copthorne Caravans.
Rose Green Rd Tel. Pasham 408.

PARK STREET VILLAGE (Herts).—Self Orive Statistics. Ltd. Stranch Rd St Albans Park Streef 5136.

Wembley (Middx).—Venture Caravans. 27-51.

Court Parade. East Lane. Arnold 5564 & 7737

HERNE BAY (Middx).—Hillorouzh Caravan Park, Reculver Rd Herne Bay 618.

COMMERCIAL



AUSTIN-Continued

LONDON, S.W.S.—F. J. Keen & Son. Ltd., Queens Circus. Tel Macaulay 5373 Retail dealers.

ONDON, S.W.S.—M.T. Lane Autos, 98-100, South Lambeth Rd. Macaulay 2546. Stocking dealers.

ONDON, S.W.17.—Burt's, Garage, 60-60a, Trinity London, S.W.17.—Burth Agent.

MANCHESTER, 5.—Green & Zonis, Ltd., 246-252. Retail Tel. Demisgate 3325 6. Retail

PALMERS GREEN (London).—Saul & Slatter, Ltd., Aldermans Hill, N.13 Fox Hill 1066. Retail dealers.

PUTNEY S.W.15.—Robbins of Putney Ltd., 96-98. Upper Richmond Rd. Putney 7881.5. Retail

SALISBURY (Wilts).—W. Goddard & Co., Ltd., 41-545, Winchester St. Tel. Salisbury 2242. SWINDON (Wilts).—Steels (Swindon). Ltd.. Drove Rd. Swindon 4035. Distributors.

DUMFRIES,-A. C. Penman Ltd.. Irish St. Tel. Dumfries 1957/8 Distributors.

LIVERPOOL 1 -Voss Motors, Ltd., Renshaw & Tel.
Royal 3683. Distributors.

BEDFORD

BRIDGWATER (Somerset) -Real, Mediand & Wills, Ltd., Monmouth St Bridgwater 2639, Main

BROMLEY (Kent).—Davis & Hill. Ltd., 101, Brom'ey Common. Ravensbourne 2654 Retail dealers. CAMBRIDGE.—Welchs Garage (Stapleford). Ltd.. London Rd., Stapleford Tel Shelford 3017 Re-

tail dealers.

CICHESTER (Essex).—Sourling Motors, Ltd. North
Hill, Tel. 3924 Main dealers.

OULSDON (Surrey).—Harmer Service Station, Ltd.,
189-191, Chipstead Valley Rd. Downland 2255 6.

CRAWLEY (Sussex) —County Oak Service Station, CRAWLEY (Sussex) —County Oak Service Station, CRAWLEY (Sussex) —County Oak Service Station, CRAWLEY (Station Rd Faringdon) 261. Area dealers HARROW (Middy) —Spurling Motors (Harrow), Ltd. Hastemere Sussex, Carage (West Hall, Hastemere Sussex, Carage (West Hall), Hastemere Sussex, Carage (West All), Hastemere Sussex, Carage (Mest All), Hastemere (Mest

HAVERFORDWEST (Pembs).—Green's Motors, Ltd., Jubilee Gardens Tel 741 Main dealers. K NUTSFORD (Ches) - J. A Phibbs, Ltd., Highway Garage Tel Knutsford 2525 (5 lines) Retail

dealers.

ONDON W.4.—Spurling Motors, Ltd.. Bedford
House. Chiswick High Rd. Chiswick 6741 Area

rs. Skeg-

1900

COMMERCIAL VEHICLE SECTION CONTINUED



KARRIER.—Continued

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham
Bridge, Tel. Lee Green 5955., Area dealers

ROMFORD (ESSEN).—Romford Commercial Cars. 2028. London Rd. Romford - 45944.5-6-7. Area

BANSTEAD (Surrey).—Prospect Garage (Banstead), declared, Burgh Heath 2202/5. Retail

PSOM (Surrey).—Wilsons Automobiles & Coach-works, Ltd., 1, Dorking Rd., Tel., 5901. Retail dealers.

LONDON, S.E.10.—East Greenwich Garage, Ltd.
Tratalgar Rd. Greenwich 4776/7. Retail dealers Tratatigar Rd. Greenwich 4776-7. Retail dealers.

ONDON, S.W.2.—Wilsons Automobiles & Couchmoving, Ltd., 36-39, Acre Lane, Brixton 4011.

Retail dealers.

DUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd. Putney 7881-5. Retail dealers.

MORRIS-COMMERCIAL

A BERDEEN.—Town & County Motor Garage, Ltd.,
19, Justice Mill, Lane. Tel. 22388. Distributors.

A CTON. W.3.—Stewart & Ardern, Ltd., Morris House,
The Vale. Tel, Shepher is Bush, 5130. Distributors.

A DDINGTON (Surrey).—L. F. Ward, Ltd., 215. Sels-don Park Rd. Addiscombe 8941. Retail dealers.

A SHPORD (Middy). Head's Character & Brown.

A SHFORD (Middx).—Herd's Garage & Eng. Co., Ltd., 404, Staines Rd. West. Ashford, Middx, 2084, 3908. BIRMINGHAM.—Wheelers Garage (Birmingham Ltd., 774, Bristol Rd., South, Northfield. Tel. Prio 1176. Retail dealers.

CATFORD. S.E.6.—Stewart & Ardern. Ltd., Morris
CHouse, 200, Bromley Rd. Hither Green 4482.

COLCHESTER (Essex).—Scott Bros. (Colchester). Ltd., 42. Crouch St. Colchester 2185/6. Main

agents.

CROYDON.—Moore's Presto Motor Works, Ltd., Tam-worth Rd. & Derby Rd. Croydon 6004 (6 lines). Retail dealers.

CROYDON.—Stewart & Ardern, Ltd., Morris House, Bensham Lane, Broad Green Thornton Fotal 1152 Distributors.

DALSTON.—E.E.—Stewart & Ardern, Ld., Mørris House, Kingsland High St. Clissold 0471. Dis-tributors.

GOLDERS GREEN, N.W.11.—Stewart & Ardern, Ltd.
Morris House Finchley Rd. Speedwell 9711. 2.3 LFORD (Essex).—Stewart & Ardern, Ltd., Morris House, 543, High Rd., Tel. Illord 2225. Distribu-

LONDON, W.I.—Stewart & Ardern, Ltd., Morris House, Berkeley Square Tel. Mayfair 7680. NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son, Ltd., Bronswick St., Newcastle 67321/2. Retail

NORTH HARROW. Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd., Pinner 2200 Norwich, Boshier of Norwich, Ltd., Chapelfield Road Garages, Tel. 24184 (3 lines), Retail

dealers.

ROCHDALE (Lancs).—Ratcliffe Bros. (Rochda'e).

ROCHDALE (Lancs).—Ratcliffe Bros. (Rochda'e).

borough 831512 Retail dealers.

SHEFFIELD. E.—Heeley Britise Garage. Ltd.. Broadtield Rd. Tel, 52404-5. Retail dealer.

SOJTHEND.—Stewart & Ardern, Ltd., Morris House, Chalkwell Park Leigh-on-Sea 78291. Dealers. SOUTH TOTTENHAM, N.15.—Stewart & Ardern. Ltd., Morris House, High Rd Stamford Hill 1234

Distributors.

Stallines.—Stewart & Ardern, Ltd., Morris House.

Stallines.—Stewart & Ardern, Ltd., Morris House.

St. London Rd. Tel. Staines 5281. Distributors.

SUTTON.—Stewart & Ardern, Ltd., Morris House.

Sz. Briston Rd Vigilant 7686. Distributors.

WEMBLEY.—Stewart & Ardern, Ltd., Morris Commercial House, Queensbury Rd., North Circular Rd. Alperton 2121. Distributors

PERKINS (SIGNHOLDERS)

LONDON. S.E. 10.—East Greenwich Garas

Trafalgar Rd Greenwich 4776/7.

BEXHILL-ON-SEA (Sussex).—F. Dobson, Ltd., Sack-ville Garage, Middlesex Rd. Tel. 2382/3. Dis-MIDDLESEX (Sunbury).—R. J. Searle, Ltd., Thames St., Sunbury 3014 & 3867. Retail dealers. NEWCASTLE-U-LYME (Staffs).—Henry Farr & Son. Ltd., Bronswick St. Newcastle 67321/2. Retail

PUTNEY, S.W.15.—Robbins of Putney, Ltd., 96-98, Upper Richmond Rd Putney 7881/5. Retail

SOUTHWOLD (Suffolk).—Boshicr of Norwich (Distributors), Ltd., Victoria St. Tel. 2125. Retail WEYBRIDGE (Surrey) — Wood's Garages Ltd., High St. Tel. 2268 Area dealers.

STANDARD

CLAPHAM JUNCTION.—Naylor & Root, Ltd., 250,
Lavender Hill, S.W.11 Tel Battersea 2252. Retail dealers.

COVENTRY.—S. Il Newsome & Co., Ltd., Highway
Garage, Kempus Highway. Tel. 67787. Distribu-

CROYDON (Surrey).—Carrs Auto Sales, Ltd., Standard House, South End. Croydon 6088, Distribu-CRYSTAL PALACE, S.E.19.—Seihurst Park Garages, Century House, Church Rd Livingstone 7177/9 & 3144. Retail dealers

EPSOM (Surrey) -Wilsons Automobiles & Coach-works Ltd | Dorking Rd Tel 3901 Retail

STANDARD—Continued
HUDDERSPIELD.—A. C. Boyes & Co., Ltd., East
Parade. Tel. Huddersheld 7676-778.
LONDON, S.B.19.—Selburst Park Garages. Century
House, Church Rd. Livingstone 717779 & 3144.

Retail deale. S. W. 2.— wilsons Automobiles & 5144.

Even S. W. 2.— wilsons Automobiles & Coachuvers, Ltd., 36-39, Acre Lane. Brixton 4011. Retail deale.

DUTNEY, S. W. 15.— Robbins of Putney. Ltd., 96-98,

Upper Richmoad Rd. Putney 7881/5, Retail

dealers.
S Hatherley Rd. Foots Cray 1126/9. Area dealers.
S UNDERLAND.—Mill Garages (Sunderland), Ltd.,
Newcastle Rd. Tel. 56225/6. Retail dealers.

TOTNES (Devon).—Evans and Cutler, Ltd., "The Standard People." Totnes 2466 (5 lines). Area

THAMES

A BERDEEN.—Cordiners Garage, Ltd., Menzies Rd.
Tel. 52206 (4 lines). Main dealers.

A SHFORD (Kent).—County Motors (Ashford), I Beaver Rd. Ashford 1880 (5 lines). Main dea BARNSTAPLE (Devon).—Taw Garages, Ltd., New Rd. Tel. Barnstaple 4173/4/5/6,

BIRMINGHAM. Bristol Street Motors, Ltd., 156-132, Bristol St., Stratford Rd. Midland 2777 (20 BROMLEY (Kent).—Soans & Dunn, Ltd., Masons Hill. Tel. Ravensbourne 4664. Main dealers.

COULSDON (Surrey).—II. Harmer (Coulsdon). Ltd., 2/2. Chipstead Valley Rd. Downlands 2255. Retail

CROYDON (Surrey) -Hubert Dees, Ltd., 15/19, Brighton Rd. Croydon 6011. Main dealers. DUMFRIES—Mac Knight (Motors), Ltd., Hoofs boaning, Te', Dumtries 1621-2. Main dealers, FALKIRK.—John M., Millar, Ltd., Callendar Road Garage Tel. Fakirk 717. Main dealers.

LONDON, N.W.6. A.B. Motor Co. (Kilburn), Ltd., 67. Kilburn High Rd. Maida Vale 4787 & 7241.

Dealers.

ONDON, N.1.—Highbury Corner Motor Co., Ltd., 114-120, Canonoury Rd., Islington, Canonoury 2464, Main dealers.

ONDON, E.18.—Fran'; G. Gates, Ltd., Gates Corner, Woodford, Wanstead 6653, Main dealers.

LONDON, S.E.I.—Dispatch Motor Co., Ltd., 114, Southwarz Bridge Rd., Waterloo 5881 & 4959.

Main dealers.

ONDON. S.E.22. The Gordon Garage (Dulwich).
Ltd., 35-35, East Dulwich Rd. New Cross 2156 & 500. Retail dealers.
ONDON. S.W.1.—Clarke & Simpson, Ltd., 49, Soane Sq. Tel. Sloane 0436.

ONDON, S.W.8.—M. T. Lane Autos, 93-100. South Lambeth Rd. Macaulay 2546, Stocking dealers.

LONDON, S.W.17.-F. H. Peacock, Ltd., 219-221, Balham High Rd. Balham 1271. Main dealers.

MANCHESTER. 3.—Green & Zonis, Ltd., 246-252, Deansgate. Tel. Deansgate 3325/6. Retail.dealers. OXFORD.—Hurtwell's of Oxford, Ltd., 263-265, Baabury Rd. Tel. Oxford 59291. Main dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Tel. Pinner 9898.

SAFFRON WALDEN (Essex).—Cleales, Ltd., 10, King St. Tel. 3203/6 & Haverhill 285/6/7. Main SAWBRIDGEWORTH (Herts).—J. Dixon & Son (Garages), Ltd., High Wych. Tel. 2072 (2 lines).

SEVENOAKS (Kent).—Sennocke Engineering Co., Lid., S The Vine. Tel. Sevenoaks 2341/2. Main dealers. S IDOUP (Kent).—Hubert Dees (Sidcup), Ltd., Sidcup By-Pass, Foots Cray 5676. Main dealers.

SUNDERLAND.—Mill Garages Newcastle Rd. Tel. 58225/6 (Sunderland), Ltd., TUNBRIDGE WELLS (Kent).—Stormont Engineering Co., Ltd., 3 Mount Ephraim Tel. 20325 (6 lines).

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L ONDON. E.10.—Perkins Garages, Ltd., 439-45t, High Rd. Leytonstone 3566. Main distributors. R OMFORD (PSeex).—Romford Motor Co., Ltd., 131, South St. Romford 6120. Distributors.

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Bournemouth), Ltd., 318-320, Holdenhurst Ret.

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RThorn St. Tel. 51326. Distributors.

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ST. ALBANS (Herts).—Butler's Motors, Hatfield Rd.. Cavendish Rd. Tel. 54558. Area dealers.

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DLYMOUTH (Devon).—Allen's of Plymouth, 105.
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Upper Richmond Rd. Putney 7881/5. Retail dealers.
ALTASH (Cornival).—Saltash Garages, New Rd. Tel.
Saltash 224/4. Area dealers.

SOUGH (Bucks).—Finefield Garage Ltd., Bath Road West. Tel. Slough 23391, Main dealers. SOUTHAMPTON (Hants).—Perrin's Motors Ltd.
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CORRECTION

in the advertisement which appeared on Page 143 in the October 16th issue the caption should have read, "a genuine Martin Walter conversion."

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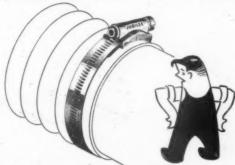


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